

WARREN FARM RADIO FLYERS

MARCH AT WARREN FARM

FIELD CONDITION & AVAILABILITY

The runway has, of course, been snowbound for the last few days, however prior to the recent inclement weather it was still in usable condition. Even the Discovery trainer was able to take off, despite not having been fitted with larger wheels.

No doubt the grass will soon begin to grow again, so we hope that the team led by Mat Sugden will be able to mow when the surface dries out.

FUTURE DEVELOPMENTS

Bob & Paul recently attended the Norwood Green Ward Forum, at which the QPR redevelopment was discussed.

The latest information is that the outcome of the recent court hearing was expected on 28th February, however nothing has yet been heard.

It was also announced that, if the result supports the redevelopment plans, QPR will hold some kind of public meeting to outline the details and timeline for their works.

In the meantime, Bob & Paul are continuing to seek an alternative to Rectory Park for the immediate future. Chris Bunting has been assisting in this.

DOG WALKERS

We were sad to learn that a few days ago Tamas had a problem with a dog walker who refused to vacate the runway to allow him to land. The person insisted that it was a public park, and she had every right to walk the dog wherever she wanted. Tamas rightly pointed out that the runway area is mown by LBE contractors for our use, but this was ignored.

There is also evidence of a horse being ridden on the runway. Fortunately, the hoof-prints are in a corner where they do not present a problem. The people keeping horses in the adjacent field are certain that it was not one of them, and have suggested that it may be someone from a nearby stable – possibly in Osterley Park.

There is little that can be done at the moment, however if our stay at Warren Farm is extended for any reason it may be worthwhile asking LBE to help us with a notice pointing out that the runway is mown for our use, and that dog walkers should be aware of this when we are flying, and horse riders should not be on there at any time.

PREPARING FOR THE NEW SEASON?

If your models have been laid up for any length of time over the winter, it is worthwhile making a few checks before venturing out with them.

Ni-Mh Batteries

Most transmitters now use Ni-Mh batteries, which lose their charge quickly if not used. If allowed to go flat, they can be permanently damaged, and after charging may go flat without warning. The same applies to receiver batteries used in I/C models.

If you have not kept them charged over the winter, cycle them a few times to see if they are holding a charge. If you are in any doubt – REPLACE THEM!

The latest battery technology overcomes this issue. Hybrid Ni-Mh or Low Self Discharge (LSD) batteries will hold a charge for many months. The usual type stocked by most model shops are Sanyo Eneloop, however if you shop on-line an alternative is the Vapex Instant range. If buying these, make sure you get the silver & green type. Vapex red batteries are normal Ni-Mh, and like all other makes will self discharge if left for any length of time.

Li-Po Batteries

Electric flight batteries hold their charge well, however the cells may have become out of balance in storage. Did you charge or discharge them to the recommended storage voltage after their last use?

If in doubt, balance them before use. If the lowest cell drops too much in use, the entire battery may become useless. Balancers such as the Eos Sentry 3 will do the job, so will most Li-Po chargers. A slow discharge or charge will give the cells more time to balance rather than fast charging.

Aircraft

A full inspection at the start of the season is essential.

Security of servos and control links is paramount.

Are all the plugs & sockets secure and in good condition?

Are the motor mounting screws secure? Same for the undercarriage mounts.

Check for any creaking joints (no, not the editors knees, the ones on the airframe).

Is the model covered in iron-on film? Check for wrinkles, bubbles or edges lifting. If necessary, a quick rub-down with a hot covering iron should do the trick. Try heating the affected area, and then whilst it is still hot rub firmly with a soft cloth or a piece of kitchen roll until the film cools down. Do one small area at a time.

Is the wing secured with bolts or rubber bands? If the latter, give each one a good pull to see if it is still up to the job. They are as cheap as chips, so it is not a bad idea to replace them at the start of each season. The old ones will still do in the workshop for holding stuff together whilst the glue sets.

AND FINALLY

We have done well!

We are still here despite everything that has been thrown at us in the last 6 years.

We have been threatened with losing our home at Warren Farm.

We have been tricked into moving to a new site that Ealing Council knew full well was to be redeveloped for another football academy.

Our members have been assaulted twice at Rectory Park by footballers.

One of our members has been forced to damage a model (for the second time) by cricketers invading the landing area long before their scheduled start time.

Clearly, we are made of sterner stuff than LBE anticipated. To quote the line from the film Independence Day,

“We will not go quietly into the night! We will not vanish without a fight! We’re going to live on, we’re going to survive”.

The fight to secure a new flying site continues.