



*Anybody remember this design – see the “Foam & Cornflake Packets” article on Page 2*

## MAY AT WARREN FARM

### QPR PLANNING UPDATE

The Planning Application by QPR to redevelop Warren Farm was discussed at a meeting of LBE Planning Committee on Wednesday 24th April.

Only 2 public speakers for and 2 against the application were permitted. Nobody from WFRF was permitted to speak, however the case for WFRF was put very clearly by Nic Ferriday, representing Brent River & Canal Society.

One of the speakers in favour of the project was Patrick Grincell from Savills. He made it clear that QPR has assured WFRF that they would continue to fly at Warren Farm.

Several LBE councillors were highly critical both of the plans themselves and of the manner in which the LBE Planning Department had conducted the exercise. However, the application was passed by the committee by 9 votes to 3.

It therefore seems certain that the redevelopment will go ahead as expected. We now wait to learn more about the days and times when the community area will be available for us to fly, and for confirmation of the flying layouts published in a previous newsletter.

We expect to have a further meeting with QPR during a Saturday morning flying & training session at the field. This will not take place until after the end of the premier league season in May. We should then have a better idea of what the future holds for us.

A few days before the planning meeting, we were visited at the field by Jonathan Kirby (Assistant Director of Major Projects, LBE) and Will Rimell (Senior Planner, Savills), who were on site for a meeting with others from the planning committee. They were both able to experience for themselves the joys of flying a model aircraft on a buddy-box, and were clearly astonished at just how difficult it is to keep the model in a small area. We trust that this will ensure that QPR and Savills provide an adequate flying area to enable there assurance of our future to be honoured.

## **HANWELL CARNIVAL**

The flying display which we had been asked to present at Hanwell Carnival has sadly been downgraded to a static display in the main area of Elthorne park

The site was inspected by Bob Howard, and the surface is very bumpy, with little of the area mown. We had considered flying hand-launched foamies only, however this would require the same level of preparation (staking & roping etc.) and documentation (lots of BMFA & CAA form filling) as a full display, and for the little flying that we could present it would not be worthwhile.

We will need to exhibit as many good quality models as we can muster, and we will need volunteers to man the stand throughout the day to answer questions. All help will be gratefully received, even if you can only man the stand for an hour or so.

## **FIELD AVAILABILITY**

The usage of the field remains uncertain, The Booking Office have advised us that there is "An Event" on Sunday May 5<sup>th</sup>, but it is unclear whether this is a single match or a tournament covering the entire field. We can only suggest that you take a model, but be prepared to leave it in the car if flying is not possible.

## **FIELD CONDITION**

We are informed that the council contractors are planning to mow the grass again, however at the moment it is quite long, and we anticipate that take-offs and landings may be difficult until the mowing takes place.

This is expected to be the last time that the grass is mown within the existing contract, so we will be opening negotiations with LBE & Savills/QPR to arrange for a area large enough for our runway to be mown.

## **FOAM & CORNFLAKE PACKETS**

How many of you remember the Regal Eagle, produced by Paper Aviation many years ago.

The model was designed by Cab Richardson, who at the time was the Artistic Director of Saatchi & Saatchi, the advertising agency. He had spotted some scrap materials in the skip outside their studio, and as a avid aeromodeller, realised that they could be pressed into service to produce a beautiful sports aircraft inspired by the 1930s racing machines such as the Gee Bee.

All formers and ribs were CNC cut from Foam-board, a type of foam skinned on both sides with thin card. The fuselage and wings were skinned with the type of card used for advertising boards and cornflake packets.

The completed model needed nothing more than a coat of Japlac paint to produce a smooth finish. As a bonus, the kit included a toothed wheel, used by dressmakers for marking out fabric. This was used to mark indentations on the inside of the card before assembly, leaving a row of dummy rivets on the outer surface.

The finished models, with a wingspan of 84ins and often powered by a Laser Vee-Twin engine, flew as well as they looked, and were very popular as airshow display models. Neil Tidey (Mr. Laser Engines) still flies one.

Sadly, the Regal Eagle went out of production when Cab and his wife retired to Spain. No other kit has ever quite replaced it.

**Paul Perkins**

Licensee

**Fred Dunckley**

Vice Chairman

**Bob Howard**

Chairman/Secretary