

# WARREN FARM RADIO FLYERS

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*At last – a “Gathering of the Clans” at Rectory Park for one of the first meetings of 2015*

## MAY AT RECTORY PARK

### FIELD CONDITION & AVAILABILITY

The condition of the field continues to improve, and it is now flyable. However, the foxhole in the area marked out for the LBE contractors to mow for us has not been repaired, and additional holes have appeared, therefore we advise that the cricket outfield is probably the best place to use as a take-off and landing area.

Please stay well away from the close mown “cricket table” in the middle. Also, if you are flying I/C please set up the pits area outside the marked cricket boundary line, and use a drip tray to catch any refuelling spills, and the exhaust fumes if your silencer points downwards. Another option is to use a “return line” to catch any refuelling overflow and return it to the fuel can.

We have been unable to confirm details with the Sports Bookings Office, however we expect cricket to commence soon, so we advise anybody flying at weekends to start as soon after 9am as possible to enable flying to be completed before the cricketers occupy the pitch. We have requested the bookings office to impress upon the cricketers that we pay to use the site, and would appreciate them staying out of our way until their allocated start time.

We have also been advised that the toilet block is temporarily closed for repairs. We will be advised when this action is complete.

### MEMBERSHIP

We have had an application for membership from a member of a club which has recently learned that it is to lose its flying site. If you know of any other potential new members, please remember to let them know that the £20 joining fee is being waived until 30<sup>th</sup> June.

## **I/C TO ELECTRIC – A NOVEL CONVERSION**

Chris Woodward recently appeared at Rectory Park with a Ripmax/Chris Foss Wot-Trainer, similar to the model used by Bob Howard for training beginners. This one has a significant difference.

The Wot-Trainer is designed to be powered by a 0.46 cu.in. two-stroke engine (Bobs has an SC46 with a super-quiet silencer).

Chris has modified the model by installing an OS Outrunner electric motor, powered by a 4S 4500mAh Li-Po battery.

The model has a removable access hatch as standard, although Chris had to modify the internal structure to provide adequate space for the battery. He has also extended the firewall to suit the motor mount for such a very compact motor.



The modifications certainly clean up the nose profile of the Wot-Trainer, with no cylinder head or silencer protruding from the cowl. Hopefully, the lack of vibration and fuel ingress should prolong the useful life of the model.

There are still a few tweaks required before the maiden flight, but as this is a Chris Foss design it is sure to fly like a dream.

## **CLUB TRAINER**

The new club trainer (renamed Ghost-Trainer) is at last complete, and has undergone a short maiden test flight. This revealed that the original design incorporated too much engine side-thrust, which made the initial climb-out a bit “interesting” (code for “scary”). Closing the throttle produced a smooth, controlled glide, so the engine has now been refitted with no side-thrust, and a further test flight will take place very soon.

The model is finished in Cadmium Yellow Oracover, with fluorescent orange wing-tips & fin (they do not show up well in the photo), with WFRF livery on the wing & fuselage.

The livery is printed on self-adhesive vinyl, available from Photo Paper Direct. This can be printed on any standard inkjet printer, but requires a coat of solvent-based clear lacquer to seal the ink against moisture. For an electric model, the aerosol lacquer which can be supplied with the vinyl should be OK, or gloss lacquer from a car spares shop.



For I/C powered models, there are 2 ways around this. Either spray the printed sheets with Aerokote/Tufkote 2-pack fuel proofer, or simply apply a second blank sheet of vinyl. The latter is easier, but possibly more expensive (about £1 per A4 sheet).

## **OTHER LOCAL FLYING ACTIVITY**

At least two model clubs in the West London area have been advised that their flying sites are to close. We recently learned that a few members of one of these clubs are intending to rent flying facilities at a local rugby club.

When we learned that we would be unable to continue flying at Warren Farm until the QPR redevelopment was complete, we looked at Osterley Rugby Club, in Tentelow Lane, as an alternative flying site. We rejected this site on a number of counts.

Firstly, the site is very close to residential properties in Tentelow Lane and Wolsley Close. We considered that the site was unacceptable from both noise and safety perspectives.

Secondly, the site was very small. We could perhaps have coped with this by overflying the adjacent meadow, however this would have required us to fly to our south, which is very dangerous as it is easy to lose sight of a model in the sun. Flying from the southern boundary of the site was not possible, due to the small area to the north which would then be available.

It is our understanding that the newcomers plan to use the site for helicopters, which can use a far smaller area than that required for fixed wing models. We fear that this could result in noise complaints, which may have a negative impact on our plans to return to Warren Farm following completion of the redevelopment. We have therefore made it clear to local residents that this group is in no way connected to WFRF.

We will be monitoring the situation, and will bring it up for discussion at the next Norwood Green Ward Forum in July.

## **AND FINALLY**

The Model Aircraft Show season is nearly upon us.

The first show of the season (well, the first within easy reach) is at Blackbushe Airport, near Camberley, Surrey on Saturday 16th May. There are plenty of trade stands, a Bring & Buy sale and flying displays will take place from 10am – 5pm, and will include every type of model from aerobatic to scale jets.

There is ample parking, with toilets and refreshments available on site.

Please note that this is a 1 day only event.

