

WARREN FARM RADIO FLYERS

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Sheep at Rectory Park? No, just news from our old friend Robert Berger in New Zealand

MAY AT RECTORY PARK

MODEL FLYER ASSAULTED

We again have to report that a model flyer at Rectory Park has been assaulted by a group of casual footballers.

You will recall that, shortly after we moved to Rectory Park in 2014, Tamas Garai and Terry Wells were manhandled away from the flying area by a group of footballers. These were not the regular teams who pay to use the official pitches, and with whom we have never experienced any issues, but individuals who brought their own goals & markers to avoid paying for a pitch.

Two weeks ago, much the same thing happened. The identity of the model flyer is not yet known, as he is a newcomer to the area who had arrived at the field hoping to join the club, unaware that flying had been cancelled due to adverse weather & ground conditions. On this occasion, Terry Wells arrived to find the flyer being manhandled away from the area where he had set up to wait for us. Terry called the police, who attended what we understand was dealt with as a "Public Order Offence", as a result of which the footballers left.

We understand that the footballers were a group from Harlesden who had been unable to find a pitch in their own area.

We will be speaking to LBE officials to see how we can prevent this from occurring again, but in the meantime we do not advise risking conflict, as the attitude of footballers can often be of a violent nature.

A further issue with these groups is that they frequently play when the ground is waterlogged, churning the ground into a muddy quagmire. Hopefully, the mowing & rolling will repair the damage in due course.

FIELD CONDITION AND AVAILABILITY

The park has again been mown, and the picket fence around the wicket has been removed.

NEWS FROM “DOWN UNDER”

Many of you will recall that, not long after our move, we had a visit from local resident Mick Tresnan and his cousin Robert Berger, visiting him from New Zealand. Both enjoyed their time with Bob Howard on the club trainer.

Upon returning home, Robert joined his local club and began both building models and learning to fly them. His experiences as a wheelchair using model flyer were reported in one of our model flying magazines, with WFRF getting an honourable mention.

It seems that Robert’s aeromodelling has really progressed well, and by chance your editor came across his name on the Mick Reeves Models website, alongside a photo of that company’s “Gangster 63 Lite” which Robert had converted to electric power instead of an I/C motor.

The Gangster series of aerobatic models, designed by former World Scale Champion Mick Reeves, date back to the early 1970s, when they were built from kits comprising balsa fuselage sides & tail surfaces, with veneered foam wing panels. They were fully aerobatic, but the 63in span version was renowned for its docile handling at low speed. Power was usually supplied by a 0.60cu.in/10cc 2stroke engine.

More recently, the model has been redesigned to take advantage of the latest kit manufacturing methods. The model is now a lightweight open structure using laser-cut components throughout. The prototype was fully aerobatic on a 20 year old 0.40cu.in/6.5cc 2 stroke engine, and the light weight improves both the aerobatic performance and the low speed handling. A real builders project, *NOT* an ARTF!



Mounting the motor was not that hard, but Robert reports that he had to modify the cowl to incorporate an air scoop to provide enough of an airflow to cool the motor and speed controller. The motor is a PropDrive 38-45 900Kv motor from Hobbyking, with a 80amp ESC. Power is provided by a 4S 4200mAh Li-Po battery. There is no detail available on where the battery lives – possibly in the tank bay under the hatch?

The lightweight structure is clearly visible in the photo (reproduced by kind permission of Mick Reeves). All of the ribs, formers etc. are laser cut from balsa, plywood or liteply, and the model is best covered in iron-on film, or in Solartex or Oratex iron-on fabric.

If you are feeling really brave you could even resort to an old-fashioned Nylon & Clear Dope finish, but watch out for shrinkage – it can distort any airframe. It is very strong, but heavy, and really requires a coat of paint.

