

WARREN FARM RADIO FLYERS

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Chris Woodward is building a DB Sport & Scale Bi-Stormer 60.

MAY AT WARREN FARM

FIELD CONDITION & AVAILABILITY

The grass has been mown again within the last two weeks, and is in great shape.

As the “Save Warren Farm” group, have launched another legal action, we anticipate that there may be a further delay in QPR starting their works, however this cannot be assured, so it is as well to get as much flying in as possible whilst we have the chance.

Although the lock is now much easier to open and close, there have been a few issues with keys breaking. We believe that this is due to a faulty batch of blanks, and Paul is procuring more keys from a different supplier.

MEMBERSHIP

We are delighted to welcome Ted Davis back to the fold. Ted has been flying a SkySurfer fitted with digital video cameras in the nose and tail. His footage of Warren Farm can be viewed at <https://www.youtube.com/watch?v=ebE079LFmSq>.

We are also pleased to welcome into the club Ray Palin, who, during his time in the RAF, worked with Lightnings and Shackletons.

We have had further enquiries from beginners who are unable to get from other clubs the level of training for which WFRF has long held such a good reputation.

GDPA – WHAT IS IT

We have been advised that the General Data Protection Act will come into force on 25th May. This will mean that some of the ways in which we store and use membership details will have to change, no doubt with an increase in workload.

It may be necessary for members to give consent for the club to store and use their details. We will keep you informed of what is to be done in due course.

TRADITIONAL BUILDING IS STILL ALIVE AND WELL

In this age of ARTF and Foamy models, it is good to know that traditional aeromodelling is still active at WFRF.

Chris Woodward has been busy with the tools & glue bottle building a Bi-Stormer 60 from the DB Sport & Scale plan pack.

The pack contains plans, a few laser-cut parts (wing ribs, fuselage formers, struts etc.) and masses of sheet & strip balsa & plywood. It is not so long ago that all model aircraft were built this way, and there are many who consider the demise of this art as a backward step in aeromodelling.

The Bi Stormer is part of a series of designs from the drawing board of the great David Boddington (AKA “Boddo”). The series includes the Barnstormer, a parasol wing monoplane in various sizes from 63 inch to 88 inch wingspan. This series later evolved into the Bi-Stormer biplane, available in two sizes of 63 inch and 72 inch wingspan. They were, of course, all designed for I/C power in the days before electric power for model aircraft became a practical solution

Sadly “Boddo” is no longer with us, but his plans, kits and parts are now produced by DB Sport & Scale (<https://www.dbsportandscale.com/>). The range, also includes a variety of scale models as plan packs or full kits ranging from a 1912 Blackburn Monoplane to a more modern De Havilland Vampire jet for EDF power.

Chris has clearly gone to a lot of trouble building a beautiful and intricate airframe, soon to be covered in Solartex or Oratex, and converted to electric power

ANOTHER (VERY NEARLY) WARBIRD

Most aviation enthusiast will know of the Me 163 Komet, a rocket-powered flying wing fighter from the end of WW2 which was as dangerous to the pilot as it was to the bombers it was attacking. The rocket fuel tanks had a nasty habit of blowing up when the Komet landed on its skid.

In 1944. Alexander Lippisch had the bright idea of converting the Komet to a turbojet, named the P.15 Diana. Fortunately for the RAF and USAAF aircrews, it never flew.



Ken Stanbury recently arrived at the field with this ARTF model of the P.15, manufactured by Freewing and sold by MotionRC. The minuscule model has a wingspan of just 30 inches, but flies beautifully. Power is provided by a 64mm ducted fan, driven by a 1600 mAh Li-Po battery.

Initial flights were, to say the least, a bit “Interesting” until Ken toned down the

aileron throws – now considerably less than the minimum advised in the instructions.

Using plenty of exponential on the aileron rates also helped. This function, now available on most R/C systems, can be very useful for taming a model which is a bit frisky at speed, whilst retaining full control at landing speeds.

NORWOOD GREEN VILLAGE DAY

We have been in contact with the Norwood Green Residents Association, who are happy for us to present a static display at Village Day on 14th July.

We will probably be there for most of the day, although those who wish to fly at Warren Farm in the morning will be welcome to come later. We hope that the publicity will be of help in finding a new flying site in due course. Refreshments & toilets will be available



Ken Stanbury with the P.15 "Diana"

AND FINALLY

The recent spell of fine weather, combined with the excellent condition of the runway (thanks to Matt Sugden and the AMEY team) has resulted in some of the best attendances at the field in recent years.

We can only hope that this weather returns very soon.

