

# WARREN FARM RADIO FLYERS

WF  
R F



*The usual crowd, still making full use of the field whilst we still have access.*

## MAY AT WARREN FARM

### LATEST DEVELOPMENTS

Last month we reported that, due to impending relocation to Rectory Park, and the new CAA restrictions, we had been in contact with the Air Traffic Control Unit at RAF Northolt to seek a “Memorandum of Understanding” (MoU) to enable us to fly at the park. We are pleased to report that this action has now been completed, and the MOU is in place.

Copies of the MOU, reduced in size to A6 and laminated, will be supplied to all members when we relocate. We advise that these should be carried whenever flying takes place, as it is quite possible that we will be asked if we have clearance to fly there.

### FIELD CONDITION

Amey are continuing to keep the runway in good condition for us.

There is a burnt patch in the middle of the runway where overnight vandals made a bonfire from one of the wheelie bins, however this does not affect use of the runway. It is fortunate that the fire did not spread the the area where Skylarks are nesting.

### CAA REGULATIONS.

You are all probably aware of impending new CAA regulations affecting ALL persons flying UAVs (Unmanned Aerial Vehicles). This change, which is due to come into force in October, covers conventional model aircraft and helicopters, in addition to “drones” (quadcopters, multirotors etc.).

This new legislation will require every UAV user to register with the CAA at a cost of £16.50ea, and to undertake an on-line safety test. This decision is in contravention of the standards set by the European Aviation Safety Agency (EASA) which suggested that members of a national governing body (in the case of the UK, this would be the BMFA, SAA, LMA) could be registered en bloc by that association. In a typically heavy handed bureaucratic manner, the CAA have chosen to ignore the EASA suggestion, and go for a more draconian approach.

The BMFA are fighting these proposals, but need support from all BMFA members. Please complete the online questionnaire found on

<https://consultations.caa.co.uk/finance/drone-registration/>

## **AN UNINVITED (BUT VERY WELCOME) GUEST FLYER**

We have all seen Guy's Red-Backed Sea Eagle, either in the air or in the newsletter.

On several recent occasions it has been joined in the air by one or more Red Kites.

The Kites usually appear a few minutes after Guy launches the Eagle. Their eyesight is so good that they can probably spot it from several miles away.

They frequently fly in close formation with the eagle, sometimes only a few inches away. They show no signs of either fear or aggression – could they simply be curious as to who has come to live in their territory?

Phil Belman was formerly a head ranger at LBE, and is now a volunteer for the RSPB. Having seen the photo, he has come to the same conclusion as us :-

Kites like to soar in rising thermals, and seeing the Eagle apparently soaring (they do not notice the propeller) try to join it in the thermal. They probably wonder why it is able to gain height without flapping its wings, as they have to just to keep up with it.

Our grateful thanks to Ted Davis, who succeeded in capturing this event on film.



## **AND FINALLY**

Many members have been giving their favourite models a final airing, as the reduced flying area at Rectory Park will greatly restrict what can be flown there.

Ken Stanbury has had his collection of WW2 Warbirds (Mustang, Corsair etc.) as well as his Sukhoi 29 in the air. Chris Woodward has been flying the electrified Wot-Trainer, and your editor has been making merry with almost his entire fleet!



*Bob's Excelsior 163 takes off for a final aerobatic flight before it's enforced retirement. (Photo by Ted Davis)*