

# WARREN FARM RADIO FLYERS



## NOVEMBER AT RECTORY PARK

### RECTORY PARK FOOTBALL DEVELOPMENT

We have now had a site meeting with Chris Bunting and Chris Welsh from LBE, and Stuart Allen from Middlesex FA.

The MFA development is now anticipated to extend further into Rectory Park than we previously thought. If this is the case, model flying in our present location will no longer be possible. We understand that the MFA pitch will now be 35mts closer to our area than previously discussed, and in addition to the 4.5mt high fence it will be surrounded by 15mt high floodlights.

The only way that we could continue flying would be to relocate our take-off area closer to the middle of the park, and to adopt a diagonal flight pattern from the Eastern corner of the field on our left (adjacent to the Ruislip Road and the PC World building) to the children's playground adjacent to the hedge, which would then be on our right.

Our take-off point would still be within the cricket boundary, but to the east of the cricket square. This area would be more confined than the present arrangement, but there should be enough room for a landing circuit and aerobatic flight pattern in front of the trees. Training flights would probably extend over the trees, requiring low altitude flying to be avoided.

The size, location and direction of the take off area will need careful consideration, to avoid the cricket square which is fenced off outside the cricket season.

These changes will present a number of problems, which were discussed at the meeting.

Firstly, we do not consider it safe to overfly the children's playground area, as models landing from the East (into the prevailing westerly wind) would be turning on to final approach at low altitude.

Secondly, we pointed out that our membership includes several members who have problems with mobility, due to illness or disability. The distance from MFA car park to the take-off area may be too far for them to walk.

Mr. Bunting is looking into solutions to both of these issues.

On a more positive note, the adoption of the new flying pattern would put the sun behind us for most of the day. At the moment, flying up-sun, to our right, is not ideal in the mornings, with the sun only moving directly behind us in the afternoon.

### FIELD CONDITION AND AVAILABILITY

The cricket season has now ended, so the usual protective fence has been erected around the cricket table. Care will be needed to avoid collisions during take-offs and landings.

Many thanks to John Carpenter, from LBE contractors Amey, who has arranged for a runway 30mts x 80 mts to be cut for us between the cricket area and the road. Thanks also to Tony, the tractor driver who has carried out the work for us.

## **A NEW “MEMBER”**

**Tamas Garai has been busy again. His words say it all :-**

*“Let me introduce you to a new member of WFRF.*

*Her name is Sebart Sbach 342 30E. As you know I bought her back in April, but having no time she has been sitting in the box ever since. Finally I put her together a few weeks ago.*

*Having acceptable weather on Tuesday evening she finally had her maiden flight. As per recommended she flew on 3s batteries which was not great (maybe because my 3s batteries couldn't deliver the amount of current that she is hungry for). Having flown her today with a 4s battery setup and some reduction on the dual rates, she is a beast. She has endless power, a great vertical climb and good slow flying characteristic. I hope that I can introduce her to you all soon.”*



**Nice one, Tamas. We are all looking forward to seeing you put her through her paces as soon as possible.**

## **AND FINALLY**

The humble rubber band has played a role in aeromodelling since the very first model aircraft took to the air. The propeller driven free flight models which, in days gone by, introduced many of our older members to the joys of model flight were often powered by a simple rubber band, although the more complex pre-tensioned multi-strand “Rubber Motors” used in competition models were, and still are, far more than this.

Today, the main use of the rubber band is to secure the wings of training and vintage models, the idea being that the wing will move in a minor crash, instead of breaking as would be the case with a bolted on wing. However, maintenance of the bands is vital. Those used on I/C models should be washed with a mild soap after each flying session, stored in a bag with a little talcum powder and replaced if there is any sign of damage, weakness or deterioration.

Be sure to use enough bands of the correct size and type to prevent the wing from lifting. Wings have been known to suffer a catastrophic failure because the leading edge lifted away from the fuselage, causing a sudden increase in both lift and drag. The correct pattern is also important - two diagonal bands, followed by two longitudinal bands, and lastly two more diagonal bands.

Another major use is for holding parts together whilst glue dries. Discarded wing bands can often be recycled as “Building Clamps”, but another useful free source of bands is the pavement outside your house – the postmen (ok, and postwomen) discard them by the handful.

Finally, rubber bands are often useful for securing batteries & receivers into an airframe, but if you use the free Post Office bands, a word of warning. Apparently, the red rubber bands issued by some sorting offices are bio-degradable, so using them in an aircraft is not a good idea. The brown ones are, apparently, more durable.