

# WARREN FARM RADIO FLYERS **WFRF**



*Paul's Hawker Hurricane, now sporting the livery of his fathers 238 squadron, takes to the air.*

## **NOVEMBER AT WARREN FARM**

### **FIELD CONDITION & AVAILABILITY**

The runway is in great condition, and has been in use almost every day since the weather improved.

The usual lock has been replaced, for reasons explained later in this newsletter. The keys issued recently no longer fit, but the keys which we used before vacating Warren Farm in 2014 fit the temporary lock.

A new lock identical to the missing lock is expected to be installed shortly.

### **WARREN FARM IN THE NEWS**

Warren Farm has been in the news again recently, but for all the wrong reasons.

On Sunday 15<sup>th</sup> October a blaze destroyed many of the wheelie bins stored in the old tennis courts. 10 fire appliances and 70 firefighters from across west London fought the blaze all night, but around half of the bins were destroyed.

A few days before this, a group of travellers arrived at Warren Farm, but were very quickly evicted. After this incident, the lock was found to be missing, however it has now been restored to its rightful place.

Whether there is any connection between the two events is a matter for conjecture.

### **WARBIRDS ALL OVER THE PLACE**

There has been an influx of classic warbirds at Warren Farm.

Firstly, Paul's Hawker Hurricane now sports not only a camouflage paint scheme, but also the markings of 238 squadron, of which Paul's father was a member. The aircraft even sports his serial number, P3096.

Flying from Tangmere aerodrome in Sussex, William Towers-Perkins had the misfortune to be shot down in September 1940, suffering extensive burns to his hands and face. He was transferred to East Grinstead Hospital, where he was treated by Sir Archibald

McIndoe, the pioneering plastic surgeon. William was a founder member and secretary of the Guinea Pig Club, a social club and support network for injured airmen.

Paul's model was initially covered in silver Oracover, which, unlike Solarfilm, can be painted. After breaking the gloss surface with wet & dry paper, the Oracover was sprayed with Spectrum enamels, then finished off with self-adhesive vinyl roundels & markings.

The model now looks very realistic in the air, and Paul reports that it has no nasty handling characteristics.



Paul has also been carrying out further work to his Spitfire Mk IX, from the PICA kit.



Mechanical retractable undercarriages of, the type originally fitted were the norm when the model was first built, but these type of units were never that reliable.

Paul has now replaced them with modern E-Flite electric retracts. These are available in a range of sizes and styles to suit most models, and are far more reliable in general use.

The model not only looks great in the air, but Paul can now tuck the wheels away safe in the knowledge that they will come down, and stay down, when needed

They can also be transferred to other models without the need for a major strip-down, as they simply plug into the receiver via a Y lead.

Being able to hide the wheels on a WW2 warbird adds a great sense of realism, as the photo opposite shows.

We await with baited breath the next model to emerge from Paul's workshop. How about a Typhoon, or maybe a multi-engine type. We have yet to see a Mosquito at the field.



## **MORE WARBIRDS**

Not to be outdone, Ken has been flying his latest P51D Mustang from FMS.



The model depicts one of the famous "Red-Tails", the African-American squadron who reputedly never lost a bomber to enemy aircraft action during bomber escort duty.

The story of their struggle to be permitted to fly despite racist opposition has been portrayed several times on film.

The FMS Mustang has a 1400mm/55in wingspan, is powered by a 4000mAh 4 cell battery and is equipped with flaps, retracts, drop tanks and a working scale propellor.



**AND FINALLY – THAT “OOPS MOMENT”**  
Even the experts get it wrong sometimes.

Whilst putting the Mustang through it's paces, he performed a very low flypast. A little bit too low? Perhaps.



*First, the low pass*



*then – OOPS!!!*

To prove that the model escaped totally unscathed (unlike Ken's pride) the remaining photos were taken on the next two flights.



*“Cadillac of the sky” - Could be a scene from “Empire of the Sun”.*



*And now landing with the drop tanks fitted – the real ones were made of Papier-mâché.*