

WARREN FARM RADIO FLYERS WF

RF



Fairchild A10 Thunderbolt - or more simply "The Warthog"

Photo: Malcom Weller

OCTOBER AT WARREN FARM

ALL CHANGE - AGAIN

We have been informed of a number of changes to the transfer of Warren Farm to QPR, which was scheduled to take place in the very near future.

QPR have appointed a new team of sports architects to finalise plans for the new training and academy facilities. Populous have been responsible for the 2012 Olympic Stadium, the Arsenal Emirates Stadium and Wembley Stadium, as well as many other sports facilities worldwide. As a result, the schedule appears to have been put back. Warren Farm will therefore be available for the usual weekend football matches for the whole of the 2012/13 season, and the usual proliferation of goalposts has now appeared.

In addition to this, the license holders were advised in June that our license to fly would expire on 31st December 2012, to be replaced by a license issued by QPR. As QPR will not now be in a position to do so, and as the old license cannot now be reinstated, LBE will be issuing a new temporary licence as of 1st January 2013. This license will include Paul Perkins as a licensee to replace Tom Thomas.

We would all like to take this opportunity to thank Tom for his service as licensee over the past 6 years.

FIELD AVAILABILITY

There is no Saturday football booked throughout October.

There will be 4 matches each Sunday morning, so it is probable that flying will not be possible, depending upon which pitches are in use. There is only 1 afternoon match each Sunday, so flying may be possible.

Please use your discretion, and do not fly if to do so could interfere with the football matches.

ELECTRIC WARBIRD #1 - FAIRCHILD A10 THUNDERBOLT

Long-term members of WFRF will remember Tom Thomas's attempts to fly a GWY Thunderbolt. The model usually staggered off the ground, and rarely managed more than a couple of circuits before running out of steam. Eventually, Tom shelved the model, as it seemed a shame to risk damaging it in a dead-stick (or should that be "Flame-Out") landing.

How times have changed. Tom has replaced the old Ni-Cad batteries with a modern 1300mAh 11.1v Li-Po. The existing power units (electric ducted fans, driven by 300 size brushed motors), fly the model around with great authority.

The model has a 38in/965mm wingspan, and is controlled by just 3x9g servos operating the steerable nosewheel (no rudders), ailerons and elevators.

The A10 is often affectionately referred to as the Warthog – so ugly, only a mother could love it.

ELECTRIC WARBIRD #2 – CHANCE VOUGHT F4U CORSAIR

Electric warbirds are beginning to be the "Flavour of the Month" at Warren Farm.

Ken Stanbury has recently been wowing spectators with his FMS Corsair.

The 55in/1400mm span model is powered by a 14.8v 4000mAh battery, the outrunner motor turning a 4 blade 14 x 8 scale propeller and giving flight times of up to 10 mins.



The unusual inverted gull-wing design of the Corsair gave rise to its nickname of "The Bent-Winged Bird".

The reason for this feature was simple. The aircraft was designed to land on the pitching deck of an aircraft carrier. Plenty of ground clearance was needed for the enormous propeller, but installing undercarriage legs long enough to provide

that clearance was to prove difficult. Longer legs require more storage space, and impose heavy loads on the mounting points in the wing.

Cranking the wing brought the undercarriage mounting points much lower, and enabled shorter, more robust u/c legs to be used. The legs rotated through 90 degrees as they retracted rearwards, to lay flat in the bottom of the cranked section of the wing. Ken's model duplicates this feature.

As an added bonus, the wing joined the fuselage at a better angle, enabling smaller than usual drag-reducing fillets to be used at this joint.

Tom Thomas

Field Officer

Fred Dunckley

Vice Chairman

Bob Howard

Chairman/Secretary