



*The Enforcer flies again – see story on page 2.*

## OCTOBER AT WARREN FARM

### FIELD AVAILABILITY & ACCESS

All sports activity at Warren farm has now ceased. As a result, the inner gate near the houses will remain locked at all times.

Most of the regular flyers have been given keys to gain access. If you have not yet received a key, and wish to have one, please speak to Bob Howard or Paul Perkins.

The gate **MUST** remain locked at all times, so lock it behind you after entering or leaving, even if you are expecting other members to be following you.

Locking the gate is tricky, as the padlock is concealed by a heavy steel shroud to prevent vandalism or forced entry. The best way to lock it is as follows :--

1. Before fitting the lock, insert the key (it is difficult to insert when the lock is in place).
2. Push the body of the lock upwards, whilst wrapping your **RIGHT** forefinger around the shackle to ensure that it is closed.
3. Turn the key with your left hand.
4. Before leaving, pull the body of the padlock downwards to ensure that the shackle has been locked.

Other users of the site (e.g. the horse owners Benchmark Scaffolding) also have keys to the gate. We have, on a couple of occasions, found the gate either open or improperly locked. If you find this to be the case, please lock the gate and inform Bob Howard.

Finally, one of our members who has health problems affecting his mobility has been granted permission to take a vehicle on to the field. Please note that this permission does **NOT** apply to other members. However, he may be willing to put your equipment into his vehicle, and perhaps even give you a lift, if you ask very nicely.



### **THE ENFORCER FLIES AGAIN**

Some members may recall the Enforcer, built some years ago by Ken Stanbury from a Balsa USA kit. This jet-style delta, powered by a ASP 90 2-stroke was very impressive in the air. Ken fitted the optional Super Quiet Silencer, sold for this engine by Just Engines, , but sadly it was still not quiet enough to fly at Warren Farm ( often the case with pusher propellers), and Ken sold it on via West London Models.

The model was recently acquired by Tom Thomas, who realised that the only way to reduce the noise level was to convert it to electric power – an option not available to Ken all those years ago.



*IC Powered*



*Electric powered*

The model looks as good as ever in the air, flies superbly, and is now very much quieter. The only issue remaining is for Tom to find an easier way to replace the battery after each flight, as there is at present no removable battery hatch.

We hope to see this model more frequently now that the noise problem has been solved.

### **AND FINALLY**

The builders are at it again – this time it is Paul Notley making merry with the balsa knife and glue pot.

The Flair kit for the famous Texan/Harvard trainer went out of production some years ago, but Paul has evidently unearthed one of the old kits. The design featured a fixed undercarriage and open structure rear fuselage – very light & simple to build.



Whilst the full size aircraft was built with a retractable undercarriage and an all-metal fuselage structure, the NA16 from which it was developed originally had a fixed undercarriage and fabric-covered rear fuselage – much like Paul's model. Again, we hope to see this model gracing the skies above Warren Farm very soon.



As if that was not enough, he has also built a Kiel Kraft Chief free-flight tow-line launched glider – a design dating back to the 1950s.

Designed by Bill Dean, the Chief was intended for the A2 "Nordic" class competitions, a duration event in which models were towed to height like a kite, and then timed to a landing. Similar competitions are still held, but often using high-tec carbon fibre models, all home built (and often designed by the builder).