

# WARREN FARM RADIO FLYERS



*Who says the camera never lies? Close shave for the Cessna (not to mention the flats), or trick photography?*

## OCTOBER AT RECTORY PARK

### FIELD AVAILABILITY AND CONDITION

We have again been unable to acquire the usual bookings information this month, however in the past few weeks there have been no scheduled activities which have affected our Saturday morning meetings.

The footballers training or playing unscheduled games close to our flying area have not appeared recently. We hope that this will continue, but we are now being furnished with contact details for whichever LBE Ranger is on duty, so we will be able to summon assistance if required.

The grass was mown recently and is in good shape, however we anticipate that mowing may have to cease before long, as the ground does not drain as readily as Warren Farm, which may make mowing too difficult.

### TRAINING

Construction of the new trainer continues apace.

The foam wings have been cut & skinned with balsa using Copydex contact adhesive. This adhesive does not dissolve foam (please do not try conventional contact adhesives such as Evo-Stick – the foam will vanish before your very eyes), it can be thinned with water to enable a thin layer to be applied by brush, and it can also be tinted with food dye to show up any missed areas.

Leading & Trailing edge balsa strips have been fitted using a thin film of Gorilla Glue. This adhesive foams up to fill any voids, so is great for the uneven surface of foam. The joint does, however, need to be clamped or heavily taped down, otherwise the balsa strip will be pushed away from the foam.

Gorilla glue is cured by moisture, so it helps if the wood is sprayed with water first

### WARREN FARM

Although recent remarks by QPR Chairman Tony Fernandes suggested cancellation of the QPR redevelopment at Warren Farm, the official line from Perceval House has remained adamant that this project will go ahead. In the last few days, Mr. Fernandes has tweeted that the project is “Back On”, so an early return to our home now looks unlikely.

## NEW MODELS

Ken Stanbury has been enjoying a couple of scale Cessna models in recent weeks.

The Cessna 182 in this month's heading photo is from FMS, and has a wingspan of 55ins/1400mm, so despite the apparent near miss the model was actually only a few feet from our landing strip.

The model is fitted with flaps, which initially caused a few handling problems when landing, however Ken has mixed in a little down elevator with the flaps, which seem to have cured the problems. Ken has also been seen flying a model of the Cessna 310 Grand Cruiser, produced by Dynam. This twin-engined model has a wingspan of 51ins/1280mm.

Both Cessnas are powered by 3 cell 2200mah Li-Po batteries.



Meanwhile, new member Toby Surujnauth has been spreading his wings, progressing from a Multiplex Easy-Star to a Seagull E-Pioneer.

In anticipation of the poor surface conditions which we experienced at Rectory Park before the warm dry summer, Toby has equipped the model with extra-large main wheels, "Borrowed" from a model car – an off roader, no less, so no excuses for being stuck in the mud, or not flying because "The ground is too soft"

## AND FINALLY

Our apologies for the lateness of your newsletter.

The editors computer crashed shortly before the newsletter was due for publication, and required a new hard disk. Replacing the computer was not an option, as much of the software used for club activities (club cards, mail merge etc) would probably not have worked on the latest version of Windows.

Repairs took a week, but at least *PC Wizards On Site* were able to salvage nearly all of the data, and the machine is now in good health.



*A great day out with family & friends in the late September sunshine.*