WARREN FARM RADIO FLYERS WFRF

OCTOBER AT WARREN FARM

FIELD CONDITION & AVAILABILITY

The runway has again been mown, and as a result a lot of flying has been taking place – so much so that your editor has had no time to take photos. Sorry pardon!

Welly boots, or at least a change of footwear, are now advisable, particularly if a trip to the loo is anticipated, as the long grass is remaining quite wet most of the time.

THE FUTURE OF WARREN FARM

The enquiry into the footpaths was heard on the 5th - 8th September at Ealing Town Hall. The Save Warren Farm Group put up a stout defence, but sadly the inspector found in favour of LBE.

Your editor attended the Norwood Green Ward Forum on 28th September. In announcing the result of the enquiry, Cllr. Mann reminded everyone that there is still a Judicial Review into the Planning Consent. This is scheduled to be heard on 12th December.

Your editor asked if this means that the redevelopment works cannot commence until after the result of the review is known. Evelyn Gloyn (Ealing Southall Community Management Coordinator) confirmed that this is the case, so we understand that we will be able to continue flying at least until this date.

ELECTRONIC SPEED CONTROLLERS

In the last 40 years, the reliability of radio control has improved by leaps and bounds. Long gone are the days of interference from CB radios, other model flyers and anglers using bait boats.

Servos too have become both cheap and reliable. Struggling on with a dodgy servo is no longer necessary – they are so cheap it is safer to bin them and fit a new one.

Electric flight is still in its early days. The first LiPo powered models appeared only a few years ago, and the technology has evolved at an incredible pace.

One of our friends at the West London MAC recently suffered a crash caused by a faulty ESC. As a result, he has decided to rethink his strategy.

In a conventional electric flight system, the ESC supplies power to the receiver and servos at 4.8 or 6.0 volt, as well as supplying power to the motor. If the ESC fails, both power and control are lost.

A common alternative is to isolate the ESC from radio, and power the radio from the flight battery using a Universal Battery Eliminator, or UBEC. Failure of the ESC will ensure that control is maintained in the event of an ESC failure. It does not, however, eliminate the possibility of UBEC or battery failure.

Our friend at WLMAC has taken this one stage further. He now uses a separate NiMh Hybrid battery (Sanyo Eneloop or Vapex Instant) with a heavy duty switch harness – exactly as we have used on I/C models for many years. The greater reliability of this system, and in particular that of the latest Hybrid (or Low Self Discharge) batteries eliminates a potential weak spot in the system.

HANWORTH BRING AND BUY

Hanworth Airpark Model Flying Club (HAMFC) are having a swapmeet / bring and buy on Saturday October 7th.

Doors open 9am for sellers and at 10am for buyers

There is no charge for either buyers or sellers

Venue address is :-

Hanworth Royal Naval Association Club
1 5 Park Rd,
Hanworth
TW13 6PP

AN UNUSUAL VISITOR

Club members flying at Warren Farm a couple of weeks ago witnessed the arrival of an unusual visitor.

Sadly, this was due to a very serious road crash outside the field, requiring the attendance of an air ambulance. We anticipated that they might make use of our lovely mown patch, but the pilot managed to land his machine in the long grass close to the entrance, and much closer to the scene of the accident.

Some of our members had to make a detour on leaving, as Windmill Lane was blocked in both directions for some time.

The condition of the casualty is unknown at this time.

Please remember – if you see the air ambulance circling around or near the field at any time – *LAND IMMEDIATELY*.

Remain grounded until such time as the helicopter leaves. Even if it has landed outside the field, it may well take off over the field at low altitude.

Just so you know what it looks like (Library photo)