
WARREN FARM RADIO FLYERS **WF** **RF**



P51 Mustang – The Cadillac of the Sky!

Photo: Mal Purba

SEPTEMBER AT WARREN FARM

FIELD AVAILABILITY

First the bad news. There will be all day sports events on Saturday 8th and Sunday 23rd September, so no flying on these days.

Now the good news. There will be afternoon cricket fixtures from 1pm on Saturday 1st and Sundays 2nd, 9th and 16th September. After that time, **NO MORE CRICKET!!!**

Warren Farm will cease to be managed by LBE at the end of October, so there will be no further seasonal football fixtures. There may be a few “One-off” games until the end of October, however it is our understanding that the proliferation of goalposts which normally cover Warren Farm during the winter will not reappear. Any football is therefore expected to take place on the summer soccer pitches on the far side of the field, so it should not affect our flying programme.

QPR UPDATE

We recently received the following update from Jonathan Kirby (Assistant Director of Major Projects) clarifying the current status of the QPR plans for Warren Farm :-

“The development agreement is with the relevant legal team and as with any legal agreement there are points of clarification and agreement on terminology. The community plans and designs are progressing well and we have meetings planned with the club over the coming weeks. With the start of the season and transfer windows, this has been a little more challenging than we would have hoped, no doubt the opening day result meant a lot of quick thinking for them on players etc.

Once I have had our meeting I will be able to update you on the next consultation date and will advise yourself and Simon so that the WFIG website can advertise this as well”

We look forward to hearing of any developments in the near future, and will keep all club members fully informed.

MEMBERSHIP & TRAINING

Our membership numbers continue to grow with the recent addition of 4 new members. We are happy to welcome Damian and Marcus Perry, John McArthur and Derrick Weylan into the fold. They will be under the wing of our team of instructors for the foreseeable future.

Our training programme is also yielding results. Following the unfortunate incident with the cricketers last month, Tamas is back in the air and practising for his "A" Certificate test. Malcolm Weller will be going solo in a few days with his flying wing, and Mal Purba is now taking off, flying circuits and landing well.

P51 MUSTANG – THE CADILLAC OF THE SKY

This month's heading photo of Ken Stanbury's new FMS Mustang shows how far foam models have progressed. The finish, surface detail and flying characteristics have to be seen to be believed.

The model, which has a wingspan of 67 ins, includes a fully-equipped cockpit and working navigation lights. Power is supplied a 4400mAh battery pack, with an outrunner motor driving a scale 4-bladed propeller. Ken has fitted E-Flite retracts in place of the factory-fitted originals, as a number of websites suggest that they may be more robust and reliable.

Ken's model recently provided a salutary lesson in the care required with all electric powered models. The Mustang can be powered by either a 6 cell battery, or 2 x 3 cell batteries connected in series. After a successful flight, Ken replaced the 6 cell battery with a pair of 3 cell batteries. As he connected the batteries, there was an almighty bang, accompanied by a shout and the smell of burning insulation – and flesh! Ken had inadvertently connected the wrong +ve and -ve leads, shorting out all 6 cells.

Ken's hand was covered in black soot, which when cleaned off revealed nasty burns to his thumb and forefinger. The 4mm gold connectors had welded themselves together, and the short circuit was only broken when part of the wiring melted and fell apart, with one of the hot pieces of shrapnel burning a hole in the wing.

Ken has now made up wiring adaptors to enable him to assemble the packs outside of the model, with only a single 2-way plug & socket connector to make the final connection inside the aeroplane.

There is a myth that electric models are much safer than I/C models. This incident amply demonstrates that great care is always needed, irrespective of the type of model that you are flying.

AND FINALLY

Just a reminder that Bob Howard will not be at the field on Saturday 1st September. Bob Mahoney is running a small flying demonstration at White Waltham Aerodrome, and Bob H is planning to take part, flying the Skyways Hawk 70 which has featured in previous newsletters.

All proceeds will be going to the Thames Valley & Chiltern Air Ambulance and the RAF Benevolent Fund.

WFRF Members may recall that Bob Mahoney, in his capacity as BMFA London Area Safety Officer, has been of great help in our negotiations with LBE and QPR, and we are happy to be able to return the favour.

Tom Thomas

Field Officer

Fred Dunckley

Vice Chairman

Bob Howard

Chairman/Secretary