

# WARREN FARM RADIO FLYERS

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*Builders at work again – The new club trainer begins to take shape.*

## SEPTEMBER AT RECTORY PARK

### **FIELD AVAILABILITY AND CONDITION**

We have been unable to acquire the usual bookings information this month, however we understand that the last cricket fixtures of the season will take place on Sunday 31<sup>st</sup> August. We will therefore be able (weather permitting) to fly for rather longer than at present.

We have spoken to the “Ad Hoc” footballers (ie. Those not paying to hire a pitch” to ask that they move away from our flying area. They have done so, but are still too close for comfort. The Park Ranger, Fi Williams, will be arranging for someone from LBE to speak with them this weekend.

We have pointed out to LBE that the footballers current practice of erecting their own goalposts contravenes the LBE bye-laws covering Rectory Park. We have no wish to stop them from playing or training, but the park is large enough for them to move further away from our area, which, unlike them, we have paid to use.

The scheduled football matches will begin soon, however they are at the far Eastern end of the park, and should not interfere with our flying.

### **MEMBERSHIP NUMBERS (AGAIN)**

We are happy to welcome two new members to our club.

Terry Wells lives locally, and is the chairman of the local Residents Association. He has been interested in model aircraft (and motor cycles) for many years, and will be out flying with us soon.

Toby Surujnauth, who has been learning to fly with Tom Thomas, has now joined WFRF. He recently appeared with a Lockheed U2 (the famous cold war spyplane) which flew like an electric-launch glider, and he also has a Multiplex Easy-Star.

Welcome to the fold, gentlemen.

## **TRAINING**

Recruitment and training new members is at the heart of all good model flying clubs.

Training at Warren Farm always took place using conventional ARTF trainers. The Bobcat and the Arising Star each gave about 7 years of sterling service, and were eventually replaced by a Ripmax Wot-Trainer. This is a truly excellent machine, and was fitted with the optional “Taildragger” undercarriage, to cope with the rough terrain which was a feature of Warren Farm when routine mowing ceased. It is, however, a little too large for basic training at Rectory Park.

Since our move to Rectory Park, the present electric-powered club trainer, an SC Models Discovery, has been kept busy, however it is not ideal. The original nosewheel undercarriage was wrecked by the rough ground, and the model had to be modified to a taildragger configuration. Also, the flight time, dictated by the battery capacity, is only 6 minutes, so training flights are too short to achieve very much.

A new trainer is now under construction by Bob Howard, tailored to suit the conditions of Rectory park.



The model is based on the “Ghost Rider”, originally designed by David Boddington and available as a “Plan Pack” (drawings and a set of wing ribs only) from DB Sport & Scale. However, considerable modification was needed to adapt it to our needs.

The original design featured a tricycle undercarriage, and a fully built up wing with a symmetrical aerofoil section designed for aerobatics. Neither of these features was ideal for our needs, so a considerable amount of redesign was called for.

The first move was to contact “Carbon Copy” to source a suitable carbon-fibre undercarriage. A standard tailwheel bracket from stock was, screwed to a plywood plate below the tail.

The wing seat on the top of the fuselage was then reshaped to accept a more suitable aerofoil section ( cribbed from the old “Kamco Kadet” trainer from the 1970s).

The next move is to make a foam-core wing with the new section. The cutting templates are finished, and foam-cutting (a whole new experience for Bob), begins very soon.

More next month!



## **WARREN FARM**

No official change as yet. The official line from Perceval House suggests that LBE are keen for the original QPR plans to go ahead, although elsewhere the rumour mill remains busy.

We can but wait and see!