

WARREN FARM RADIO FLYERS



Togetherness! Paul's Swift and Ken's Katana 50 formate above Warren Farm.

SEPTEMBER AT WARREN FARM

FIELD CONDITION & AVAILABILITY

We have just had the best period of almost non-stop flying in many years!

The team at Amey have done a great job of keeping the runway in tip-top condition. We have been blessed with wonderful flying conditions, and as a result several models not seen for a long time have been dusted off and given an airing.

There is still no indication of how much longer we will be able to fly at Warren Farm, so it is as well to make as much use of the site whilst we can. We were told that the QPR development was not likely to impact us “until after the summer”, however as the summer gives way to autumn we await further news with bated breath. All we can do is to enjoy flying there for as long as possible.

In a less happy vein, we were sad to see that part of the area beyond our runway was devastated by a fire recently. It is odd that this happened long after the spell of hot dry weather, which resulted in fires across the country, had given way to cooler conditions.

DRONE LEGISLATION

Most of us are aware that the recent reports of drones being flown irresponsibly, and in particular close to airports, has prompted aviation authorities worldwide to introduce new legislation to govern their use.

Whilst this will greatly limit the use to which drones can be put, it is our understanding that, following discussions between the CAA, BMFA and other model aviation bodies, members of those bodies will not be greatly affected.

The CAA are now conducting a survey on the introduction of further legislation. If you have internet & email access, you can take part in the survey from the attachment to the bulletin email.

Please remember to answer in your own words, but be guided by the BMFA responses in their document.

A BLAST FROM THE PAST

About nine years ago, your editor arrived at the field to be confronted by something entirely new – a large aerobatic model being thrown around the sky, clearly with plenty of power, but in almost total silence. The model was a Sebart Katana 50, flown by none other than our very own Ken Stanbury.

So impressive was the performance that the first thought that came to mind was “Ah well, that spells the end of I/C powered models”.

Many years later, this prediction has not completely come to pass – we still have a few died-in-the-wool I/C aficionados – but most of the members, new and old, now fly electric models of all types, from basic trainers to scale Spitfires and Hurricanes, and even the occasional electric ducted fan.

Ken recently dusted off the Katana for an airing. With no exhaust fumes or fuel spills to mar its appearance, and with little vibration to shake things loose, it still looks as good as it flies.



Ken's Sebart Katana 50 on landing approach

LI-PO WOES

Your editor has recently suffered a series of expensive mishaps with Li-Po batteries.

The balance leads have been breaking, some at the battery end and others at the connector. The root cause seems to be trying to stuff the battery and balance board into the safe-bag before charging.

Two solutions are being tried :-

Firstly, the wire root at both ends has been supported with clear silicone sealant from Halfords (other sealants are available).

Secondly, an extension balance lead has been plugged into the balance board, so that only the battery goes into the safe-bag, with plenty of wire hanging loose.

An alternative approach is available – stick with good old-fashioned I/C power!. Yes, OK, so your editor is a Luddite!

“LIGHTS - CAMERA- ACTION!”

Club members arriving at the field recently were perturbed by the appearance of a group of strangers close to the horse field. Clearly not dog walkers! Were they a reconnaissance party for another group of travellers planning to invade?

The answer was far more innocent. They were a group of young Danish film makers involved in producing some kind of post-apocalyptic drama. Whether we will see this in cinemas or on TV in the UK is as yet unclear.