

WARREN FARM RADIO FLYERS

FEBRUARY AT WARREN FARM

So sorry that this month's WFRF Newsletter is a little on the sparse side, but with the restrictions placed on us by the COVID-19 Lockdown Rules flying has, of course, had to be suspended.

Hopefully, by the time the next newsletter is published we may have some idea when we will be able to resume normal flying activities.

CLUB LICENCE

The first instalment of the licence to fly has now been paid to LBE, so we are all legal when flying resumes.

FIELD CONDITION

The outfield has now been given it's annual "Ecological Mow", although we understand that the area where the Skylarks nest has been excluded.

We will arrange for the runway to be mown before flying commences, although several mows may be necessary to return the grass to it's best condition. There is also a small hole, presumably dug by a fox, at the extreme right hand end. We will try to have this repaired in due course.

PRE-SEASON MAINTENANCE

Before flying commences, it is as well to carry out an inspection of all of your models and radio gear.

Of particular concern is the condition of Transmitter batteries, also receiver batteries on I/C powered models. Nickel-Metal Hydride (NiMH) batteries have a nasty habit of self-discharging in storage, often to a condition where they will no longer accept or hold a full charge. Charge and switch on your Transmitter, and see how long it transmits before the voltage drops to an unacceptable level.

Your I/C models should have an onboard battery monitor, such as a Volt-Spy, to confirm charge levels.

Lithium Polymer (LiPo) electric flight batteries should have been charged or discharged and balanced to 3.8v per cell storage level before the lockdown. Charge & discharge a couple of times to make sure that the cells remain balanced.

Finally, check every airframe for any damage which may have occurred in storage, and make sure that your CAA Operators Number is displayed on the model.

BMFA ACHIEVEMENT SCHEME

The BMFA "A" & "B" Achievement Scheme has been dormant within WFRF because of the upheaval caused by the threat of closure and the problems of flying at Rectory Park. Now that we are more sure of our future, we hope to resume tests in the near future.

Please read the BMFA online documents in preparation for the tests, and bear in mind that there are compulsory questions based on both the BMFA Safety Code and on CAA Article 16, the latter also having been published on pages 52 – 55 of the most recent issue of the BMFA News.