

WARREN FARM RADIO FLYERS



OCTOBER AT WARREN FARM

Again, we have to apologise for the absence of any photos of activities on site. The weather forecast for the next few weeks is not very promising, however in previous years we have had some great flying days in the middle of winter, so we live in hope.

FIELD CONDITION

The runway was recently resown by the Greener Ealing team. To the best of our knowledge, the ecological mow of the entire meadow has not yet taken place

FUTURE OF THE SITE

The petition to have Warren Farm declared a “Local Nature Reserve” has now been handed to Caroline Pidgeon, who heads the Liberal Democrats on the London Assembly. It will now be passed to the London Mayor, Sadiq Khan, with a request for his support.

The petition contained approximately 10,700 signatures, and is still open for further signatures at <https://www.warrenfarmnaturereserve.co.uk/>

WFRF has received several assurances that, if the site becomes an official nature reserve, we will be able to continue flying there as at present.

A TALE OF WOE!

On one of the few flyable days in the past month, your editor decided to give his Hawk 70 an outing, as it had not been flown for two years. All of the structure and controls were closely inspected for “Hanger Rash”, and were found to be in good order, apart from a coating of dust.

As the Laser 70 engine is mounted inverted, it was decided to invert the model on a cradle for easier starting. Two frustrating hours later, it finally condescended to fire up, only to stop when taxiing onto the strip.

Removing the engine cowl to find the trouble was clearly not an option at the field, so a very disappointed editor made his sorry way home to investigate further in the workshop. The reason for the problem was simple – the glowplug had begun to unscrew itself from the cylinder head. In addition, hot gasses escaping around the plug had damaged the silicone boot of the plug lead. Nobody seems to have heard of this happening before!

As a precaution, a new glowplug was fitted. Fired up in the garden, the engine started first time, and ran like a sewing machine from idle to full power – exactly as one would expect from a British-made Laser engine.

All that is needed now is a break in the weather before the grass grows too long for flying a taildragger.

