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# **WARREN FARM RADIO FLYERS**

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## **WARREN FARM REDEVELOPMENT** **LATEST UPDATE**

We are pleased to report that the initial round of negotiations have successfully taken place between representatives of WFRF (Bob Howard & Tom Thomas), LBE (Jonathon Kirby), QPR (David Leed) and the BMFA (Andy Symons & Bob Mahoney).

The negotiations were both positive and constructive, and it is clear that QPR wish for model flying to continue at Warren Farm.

WFRF representatives also attended the Norwood Green Ward Forum, at which time further details emerged.

Points raised at both venues that will be of interest to club members include :-

### **FLYING AREA**

An initial examination of the proposed layout suggested that, with the required 30m safety zone between the model flying area and the training pitches, there would be very little room left for us to fly anything much bigger than electric “foamies”.

QPR have advised us that we will need to restrict our flying to this area only when the training pitches are in use. They are happy for us to overfly the training pitches when neither trainee players nor ground staff are occupying them. They are proposing to adopt a system to signify when it is safe to overfly the pitches, possibly with a coloured flag similar to the type used to warn of dangerous currents at the beach.

The take off and landing area will, in future, be much closer to the road than at present, so crosswind take-offs and landings will become more common. This could limit the type of models which can be flown unless the wind direction is favourable, however many other clubs already have this restriction to cope with. We may also need to be aware of turbulence from the trees.

### **FLYING TIMES**

QPR will advise WFRF of those times when flying is not possible, but it is clear that there will still be adequate access for us to continue our activities with very little loss of flying hours. We may, however, need to adapt to different flying times. e.g. afternoons instead of mornings.

### **COSTS**

QPR have assured us that none of the existing users of Warren Farm will be “Priced Out” as we had feared. WFRF have already anticipated an increase in our licence fee, which was last negotiated in 2009, but we hope that the increase will be only that which reflects inflation since that time.

## **FIELD OBSTRUCTIONS**

WFRF were concerned that the flying area would be obstructed by goalposts and floodlights.

QPR have advised that the goalposts will be removable to allow for cricket and football to take place in the same area. They are happy for those posts adjacent to our take-off and landing area to be removed when we are flying.

The floodlights will also be collapsible. This feature is actually intended to permit failed light bulbs to be replaced without resorting to the expense of hiring a cherry-picker, but will also enable those floodlights closest to our flying area to be lowered when we are flying, to safeguard both our models and the floodlights.

## **WHAT COMES NEXT**

WFRF will be setting up a special flying day when the weather shows signs of improvement. David Leed (QPR) will mark out the proposed new field layout, and he and other LBE and QPR officials will join with us for a normal club flying and training day, to see how possible it will be for our models to remain in the smaller flying area when the training pitches are in use.

We would like as many regular flyers as possible to be there, to assess the new layout. Instructors with training models and buddy-box equipment will be required, as the visitors will be offered the chance to experience at first hand the joys and challenges of flying a model aircraft.

In the meantime, we will be moving our regular flying area to the new position, in order to accustom ourselves to flying in the new location, and in particular to coping with crosswind landings. This will be in front of the rabbit-proof fence and opposite the central cricket table. We may need to move further down the field at a later date. There is now a 50m safety zone between the models and the road, all of which will be measured out in due course.

The BMFA have advised that 2.4GHz equipment would be preferable on site, as it is not clear whether any radio equipment likely to cause interference will be operating. In any case, it will become necessary for ALL 35MHz equipment to have a failsafe installed to kill the engine in the event of a radio problem.

QPR have also advised that, during the construction works, flying will be able to continue. Weekend working will cease at 1pm on Saturdays, and there will be no football or cricket to disturb us until the works are complete and the site reopens for sports fixtures.

## **CONCLUSIONS**

We are confident that WFRF members will be able to continue flying at Warren Farm, albeit with some changes and restrictions.

WFRF will continue to work with LBE and QPR to formulate a plan of action to ensure a smooth transition from the existing set up to the new layout and flying times.