

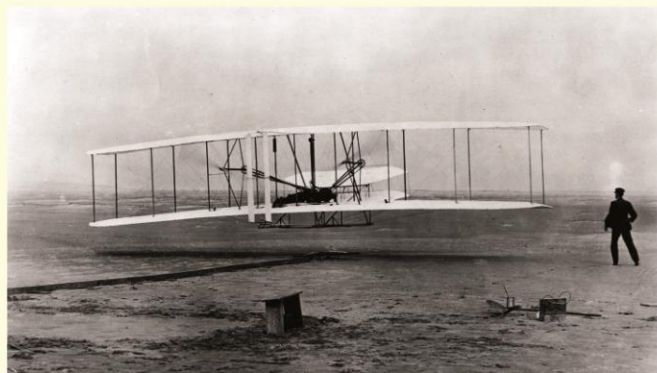
113 Years of model flying 1907 - 2020

St. MARYS LANDS, WARWICK

1903

The Wright brothers, Orville and Wilbur were two American aviation pioneers generally credited with inventing, building, and flying the world's first successful airplane.

Eleven years later we saw the aeroplane evolve into a machine used for fighting purposes, refined from the original Wright patents, using wood and fabric as the main building material. Interest in aeronautics gathered momentum worldwide and information was exchanged by enthusiasts on the best types of design, and how to build the most efficient aerofoil sections.



1907

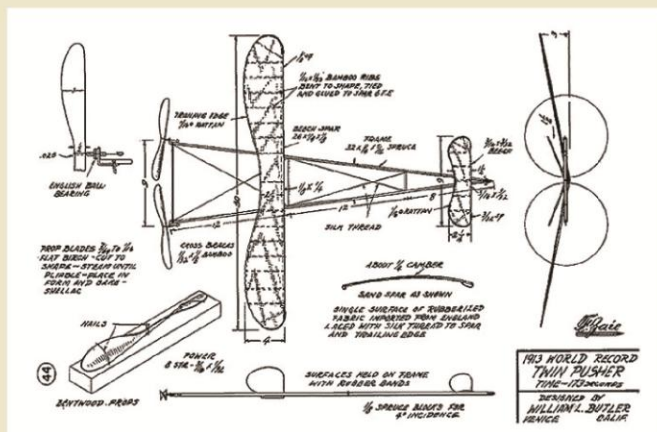
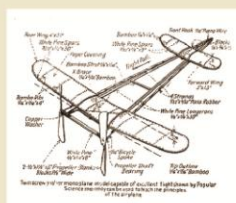
Around the world, groups of enthusiasts were busy designing and flying small flying machines as models.

At that time the only available power was rubber power which was twisted into skeins and provided the necessary power to the twisted tin plate propeller blades.

Model groups were formed and flew from open land or 'commons' and this is where our own roots start as model builders and flyers. In 1907 wealthy gentlemen would travel up from London to their properties in the Midlands, carrying with them frail flying machines. They would tend their well kept gardens at Warwick, now known as Hilltop gardens, and in between races, would meet up to fly their creations on the Common.

They were known as 'aero modellers', the first people experimenting with what were known as A-Frame pushers. These were twin rubber driven models with propellers facing outwards and simple wire skid undercarriages.

Miniature aviation first appeared at Warwick on the very land we fly on today in 1907, only four years after the famous Wright brothers flight.



A plan for an A-Frame pusher like the ones originally used on our common. Note the propellers angled outwards.

DID YOU KNOW...

The airstrip at St Mary's Lands is now the oldest model flying field in the country.



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1927

In 1927 a turning point came about which proved the aeroplanes capability to fly long distances. On May 20th, Charles Lindbergh flew the Atlantic nonstop, travelling from Roosevelt field, Long Island, New York to Paris in his 'Spirit of St Louis' aeroplane. These were to be known as the 'Golden Years' of aviation.



1936

In 1936 model aeroplane competitions were starting to appear and attract large crowds of people.

The aerodrome at nearby Baginton was to become the scene of one such event which was repeated that same year at Saint Marys Land. Model flyers from all over the country gathered to fly their machines, some of which were covered with oiled silk and made from bamboo and other materials. Just like the present the friendly banter and exchange of ideas took place.

Today, you can see a typical gatherings of the young and not so young enjoying a days' flying.

As the war years approached there was to be a nationwide ban on flying powered aeroplanes in case of any confusion with invading German aircraft. Model flying did carry on although in more of a limited capacity The Army used the land for practise and the odd Westland Lysander would be seen landing here in connection with Budbrooke Barracks not far away, and the old Warwick satellite airfield across the way, flying Airspeed Oxford aircraft, doing landing practise.



PRESENT DAY



The 'Warwick Radio Control Model Flyers Group' are the current custodians of an activity that has been practised here for 113 years. This common has been very much a small part of the history of aviation throughout time. Even though the model types, and technology has changed dramatically, the same enthusiasm prevails as it did all of those years ago.

If you are interested in flying with the Warwick R.C Model Flyers Group or would simply like to have a chat with someone, please speak to Laurie Barton or Barry Clay.

