

July 2017

# Wingtips

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For the benefit of those who haven't noticed the weather, the photo shows frozen grass at the field.

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## Seen at the Field

This page shows the efforts of those BMAC members who have braved the cold to 'commit aviation' as the saying goes.

Left is Morris Lonnie's Piper J3 Cub, a foamy that he bought complete with servos, motor and ESC, at the recent auction at the field. Its name is Mistress (to which Morrie has added 'Mine') and it flies very well on 3S.



Above is Peter Beath's AMX Jet, that formerly belonging to Merv Wright. It was made by J Power Group is equipped with a 2200 kv motor powering a 64mm EDF. It flies very well on 3S.



Above, Phil Spence's Sebart 125 Mytho runs on 8S, made up of two 5000 mAh 4S lipos in series.



Left is Merv Wright's Radjet 800, a fast foamy that uses a Turnigy 2826 motor that turns at 2200 kv.



There's always a storage challenge for aeromodellers: the more models, the bigger the challenge. One solution is Len Ricardo's featured in April 2016's Wingtips (right); that uses shelving brackets fixed to a wall.

My workshop doesn't provide the luxury of a blank wall – there are shelves and benches on all walls, not counting the windows and doors (including one to the darkroom). To gain some more space I've made the structure shown below, and called it the Model Gallows.

The Gallows is mounted on castors (far right) and can be rolled into a corner when not in use, or rotated to reach a model on the opposite side. As you can see, it can hold 8 or 9 models, depending on their sizes. (Of course it's suitable for smooth workshop floors only.)

If this design would be of use to you, here are some dimensions and the materials used. Everything was scrap:

## A Hangar Hanger

\* The base is 19 mm chipboard, 1000 x 600, with four 30mm castors underneath.

\* The posts are 35 x 35 radiata, so you can just reach the rail, but obviously less than the workshop ceiling. The posts are two pieces joined with a bolted with a half lap splice (inset below left) so it's easy to dismantle. Each post is secured with a long screw up from underneath, then braced, as you can see.

\* Finally there are rails that have screw eyes underneath. Each model hangs from a suitable hook.

The bracing pieces are the hardest to make because the angles need to be correct – they need to add up to 90 degrees. (I used a Triton workbench with a circular saw. If you'd like to make a Gallows, I'll cut the braces for you if you like.)



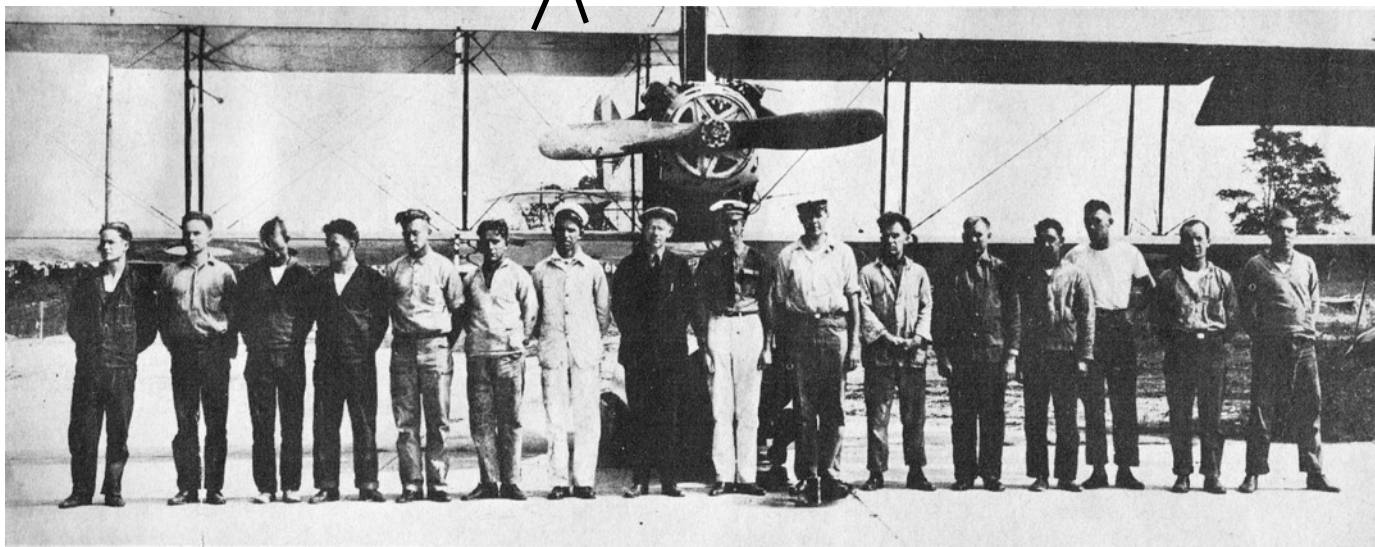
Brian Oakes





# R/C Aircraft

## Featured Model of the Month



Above, the ground crew pose with the Curtiss N-9

From the July 1964 edition of Model Airplane News comes the story of the ambitious efforts of the US Navy to fly a radio-controlled aeroplane.

The Navy wanted unmanned aircraft to use as target drones for gunnery practice or guided 'flying bombs'. (Events in the middle east now show that the US has finally succeeded!)

In 1920 the Navy was using a Curtiss N-9 seaplane (a variant of the Jenny) at an experimental station in Virginia. The aircraft had gyro stabilisation that controlled aileron/rudder, elevator and engine and had a number of successful flights. However on one occasion an equipment failure sent it up to about 7000 feet, after which it spun and hit the Potomac River. Radio control was needed!

By 1923, an N-9 was equipped with a primitive radio control system and a stabiliser built by Carl Norden, who later made the Norden bomb sight. On its first outing the craft flew, more or less under control, for several miles, finally returning over the location of the transmitter. The plane landed safely but sank in the salty water due to damage to one of the



floats. The radio equipment on board obviously suffered.

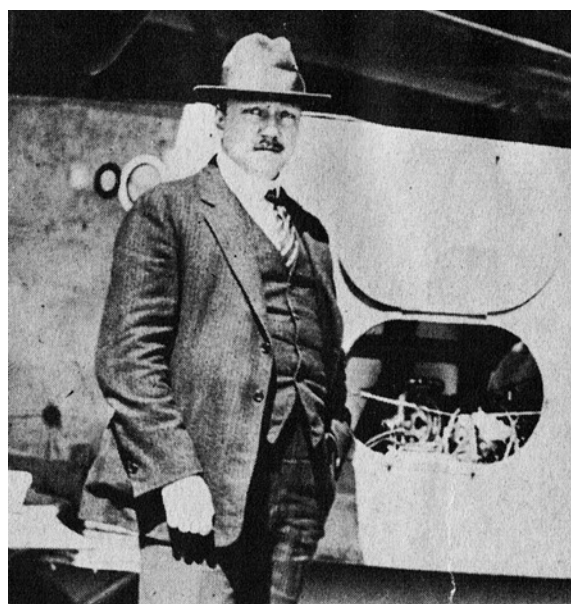
By 1925 the Navy was ready for another attempt using a Vought VE-7. For safety there was a 'chase plane' carrying an extra transmitter and another plane that, if control was lost, was to disable the VE-7 by dropping bricks into the propeller! Unfortunately the machine porpoised on take-off and the propeller cut through a pontoon, resulting in another sinking.

The Navy then gave up.

Some of the foregoing might have a familiar ring to today's R/C fliers, especially those who operate on water.

[To read the whole Model Airplane News article, go to: <https://tinyurl.com/First-RC-aircraft>]

Above, a successful ROW by one of the N-9's.



Above, Carl Norden with one of his stabilisers installed in an aeroplane.