

August 2017

Wingtips

Editor: Brian Oakes

Photo shows the field on 1 August, the foggy morning when Model of the Month (page 4) was maiden.



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Len's Been Working Hard

Field Officer Len Ricardo has certainly been busy!

The weather station appears to have been his greatest challenge, but is now working properly, as you will see from visiting the BMAC web site*. The photo (left) shows Len and the camera that gives a photo of the field and, especially, the wind sock.

The weather station had an initial problem with the pole unit shortly after installation and was replaced under warranty, and a new camera had to be purchased because the previous one wasn't capable of delivering the quality you now see.

Len has also replaced the sign mounted on the fence near the start of the

track to the field (below). The old one, apart from having the club name wrong (it's 'Model Aero' not 'Model Aircraft') was fading and needed to be replaced.

Not content with doing all this, he has painted the walls and ceiling of the bathroom, added a pin clip to the storeroom door, replaced a step tread on the stile over the fence, done some fencing repairs and completed some other vital tasks that won't be mentioned here.

*Go to bmac.org.au, click on Weather at the Field at the top right side of the web page On the next page, click the WU logo. Finally, click on Webcam to see a photo of the field.



Editor's note. Coincidences.

Mrs Editor and I are presently at Magnetic Island, which is tough on us, if you're wondering. But we are managing to cope with the warm days, and the Queensland Government requirement to swim in the sea and laze by the pool. On our only other visit to the Island, three years ago, BMAC member John

Webster who'd been touring in Far North Queensland and was on his way home to Canberra, just happened to wander past our flat to visit friends. Quite a coincidence! On the first night of *this* visit, we went to the Arcadia Hotel to have a quiet glass of ale and ... guess who walked past!

Brian Oakes

Coming Up

Reminder: the BMAC Annual General Meeting is happening next month. The Secretary will send out more details shortly, but, in the meantime, think about whom you will nominate for Clubman of the Year, the Heracles Challenge award and the Encouragement Award.

Also, Valley Radio Flyers in Shepparton, Vic are staging a Mammoth Scale Fly-in on 9 and 10 September. For more information: www.valleyradioflyersofshepparton.weebly.com/

Seen at the Field



Last month members at the field were dismayed to see that two models were behaving very badly in the sky, despite being flown by two of the club's 'test pilots'.

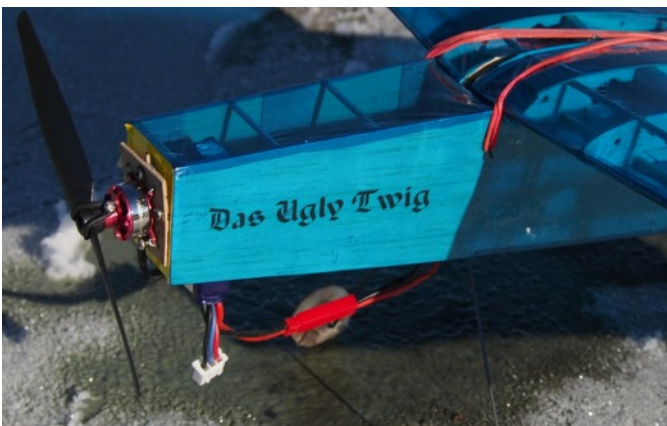
Above, Jim Reid's Seagull ARF Spitfire proved to be a handful even for Peter Ederle. It's powered by a 10cc RCGF petrol engine and looks fabulous. However it produced some uncommanded antics in flight and, although Peter landed it safely, he's determined not to attempt another flight. Jim had bought the Spitfire from another member

and is now looking for a buyer himself.

At almost the same time John Hilton's aerobat (left) was giving Mike Ward a challenging flight -- it appeared to be tail-heavy. Originally owned by a departing member, it was bought by Jim Reid, then Terry Brimson before passing to John. Said to be a Ziuko 540, it looks a lot like an Edge 540 and the motor is an OS 5010-810, while the battery is a 4S 4500mAh.

Ron Barnes' models are frequently seen in Wingtips because they are unusual. His Convair Sea Dart (right) is no exception, being a foam replica of the experimental turbojet-powered seaplane fighter. The full-size type was abandoned after a fatal crash. Ron is yet to try his Dart on water, although it operates happily from the club runway.

Speaking of Ron, he thought up the name for the model (below), which is another of your editor's Ugly Stick models. It's the smallest of his Sticks, intended for indoor flying, but is too fast for this. Nevertheless it's ideal to check the ceiling on foggy mornings





This month's Featured Model is Mike Ward's Tiger Moth, an ECOM ARF, bought from a seller in Taree, NSW, a long drive from Canberra. Mike worked out the size of the model before setting out and took his car, thinking the tray of his ute would be too small.

The engine is an OS 40cc GF 4-stroke. As the Tiger Moth took to the air, many camera lenses were trained on it and it almost disappeared into the fog (below).

Mike (below) added functioning and adjustable flying and landing wires, which is just as well, as it tipped over onto its back on the maiden flight landing, but there was no damage.

To see and hear it in action, click on the link below for one of your editor's YouTube videos:

<https://youtu.be/cSLSSUHexGc>

