

March 2018

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Wingtips



Photo: this month's featured model scatters a flock of ibis over the field. See page 5 for more.

On Other Pages

General Meeting and Swap Meet	page 2
Centre of Gravity Drama	page 3
Seen at the Field	page 4
Featured Model of the Month	page 5



Wingtips is the monthly newsletter of the Belconnen Model Aero Club, this issue published on 15 March 2018



Photos on the page show the General Meeting and Swap Meet, held on a windy 24 February. Above, club Vice President Wayne Harris explains the club's recent happenings and committee decisions. Below and below right can be seen the swap meet, which featured bargains, haggling and high finance. Members from other local clubs had been invited, and the photo at right shows Namadji member Dave Pinchbeck discussing a purchase with Jim Reid. Below, BMAC members David Green (right) and Paul Spackman with a DH 109 Mosquito.



Reminder: Mid-air are Messy

A recent head-on crash of two models serves to remind us that one of the flight line procedures is that we fly circuits. Page 8 of the New Members Handbook says it all – “take off and land into the wind. Fly in a circuit ... not back over the runway”.

A request from the committee: Please don't park in the Drop-Off area – another member or, heaven forbid, an emergency vehicle, might need the space.

(Many don't have!)

The two photos below show Peter Gurney's Hangar 9 Twist 60 with an OS 75 AX engine on its maiden flight. With no information about where the centre of gravity should be located, Peter could only guess. Immediately after take-off the problem

became obvious — the Twist couldn't fly level. It would dive and, when that was corrected with up elevator, it would climb. These are the classic symptoms of a c of g that's too far back.



Skilful flying on Peter's part, together with advice from Peter Ederle, saw the Twist land safely, as shown in the photo below. Note the tail-down attitude.

Below right, the two Peters discuss the issue. As the photo shows, the Twist is a delightful model.



Before and after. The photo below shows the situation before, with lead in the tail. Below right is the drastic action taken; note the lead on both sides of the engine. The next flight was a vast improvement and members are looking forward to seeing many more such as this.

Editor's note: I've seen several models come to grief on their maiden flight due to the c of g being too far back. Alarmingly, some of these were ARFs with the c of g exactly where the manufacturer specified!

So where to have the c of g on a new model? This isn't easy to work out as it depends on a number of factors, such as wing to tailplane distance and the size of the tailplane. (Charles Lindbergh designed a small tailplane for the *Spirit of St Louis* so it wouldn't be too stable, which could allow him to fall asleep during his trans-Atlantic flight.)

I'd suggest this utility on the internet which I've found to be very useful:

https://rcplanes.online/cg_calc.htm

Brian Oakes



Seen At the Field



Above and right, John Hilton's Pietenpol Air Camper bought on special at half price from HobbyKing. It uses 3S lipos for power and, being light in weight, will be ideal for calm days.



Misha van Scheppingen inherited this foam Ultimate Biplane (right) from Mick Dillon, a little damaged. But Mick wasn't even the original owner, as he'd acquired it from David Green.

Mick Dillon's Critical Mass by Roc Hobby/FMS (below) is a foam version of the Reno racer, which is based on the Hawker Sea Fury. Its wingspan is 1100 mm, and 4S lipo power gives it a most respectable turn of speed.



Above, the Sebart Shark belonging to Mike Pasfield, can perform most impressive aerobatics on 4S lipo power.

It's just a starter, but not for carry-on luggage!

Words and photo by Graeme Coronel

This device (right) is an electric starter for small model aero engines. The battery is a 2S li-po (7.4 volts) and the motor is a brushed astro type with a three to one reduction gearbox.

I made a brass cylinder and filled it with silicone rubber, the spinner on the motor was given a coat of vaseline, so it wouldn't stick to the silicone and left in place till the silicone rubber had set.

It turns a 2cc glow motor over with gusto.





Jim Reid's Corsair



The full-size Corsair was designed by Vought for carrier-based operations during WW2. The gull-wing was intended to allow the propeller to clear the deck without having to fit overly-long undercarriage struts.

Jim Reid's Corsair is a Black Horse and is powered by a 115 Saito 4-stroke. It has air retracts (above

left) and flaps, ingeniously split into three parts as per the full size (above right). Jim told Wingtips that it lacked power on the first flight, but once equipped with a turbo muffler, it sounded better and delivered 300 or so more rpm. He's intending to fit a bigger prop for even more power.

