

Wingtips



To highlight the current weather conditions, frosty grass at the field forms the background for images of some of this month's models.

On Other Pages

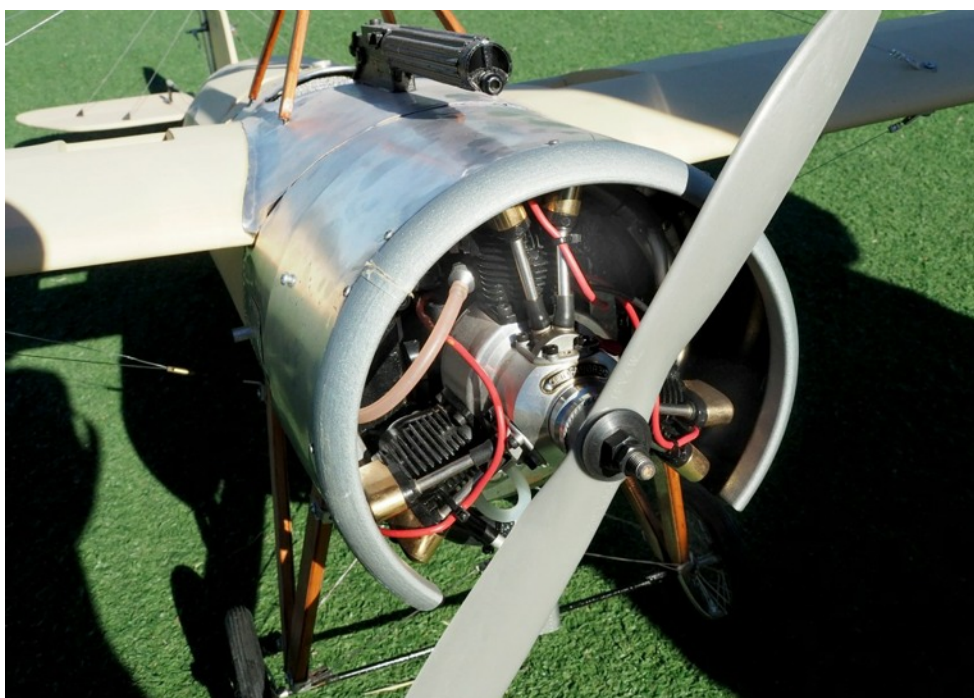
Battery charger by Len	page 2
Bristol M.1	page 2
At the Field	pages 3 and 5
Featured Model of the Month	page 4





At the Field

Len Ricardo has been hard at work, as ever, this time installing a 12 volt DC source for lipo battery charging. It can handle up to 20 amps before blowing a fuse! Electric flyers just need to bring a balancing charger.



Above and left, Paul Sanders' Bristol M.1, built by him using a 1/5 scale Balsa USA kit.

The engine is the remarkable Saito 3 cylinder radial engine, which, Paul jokingly complains doesn't make enough noise. It is indeed very quiet, almost like an electric.

At the Field, continued



Left, Phil Spence threw his Avios RC Groups Extra 330LX around the sky recently. It's from HobbyKing and is a PNF, so was equipped with motor, ESC and servos (although the motor needed to be replaced after a few flights.) He's told Wingtips that he's amazed at the progress made by foam in model aircraft structures.

Right, David Green with his Rainbow by Winners Models purchased from an RC Trader listing. Its span is 1400 mm and it runs on 5S lipo.



Above, Warwick Budd's SIG Wonder is so small and fast that the photographer had to beg for a little less speed in order to get a shot, but its power is just an OS 15LA. Merv Wright also has a Wonder, but with i.c. power, that so far has eluded the photographer altogether!



Below, Mick Pasfield's Giant Super Sportster by Great Planes is powered by 30cc DLE.





Peter Ederle's massive Cub was made by a friend in Tasmania from a Balsa USA kit. Peter did a heavy model inspection on this model some years ago, so he knows how well it was made. The engine is a 55 DLE 2 stroke petrol.

When it appeared at the field it was a popular subject for photographs. Above, David Green moves in close to make a video of the take-off of the maiden flight, while below, Rob Gurney takes a group photo of four Cubs – two of Peter's and two of Gary Grannall's.

Further to this month's collection of Cubs, there's another overleaf.





Above, Henk Jansen's very neat 4-Star 120 by SIG is powered by a pumped OS 120 4-stroke. Thanks to the power of that engine, he found a 16x8 prop led to over-revving. However changing to 17x8 solved the problem and made it a very fast flyer. It's covered with Solartex and Covertex.



Here's how to keep the youngsters amused during the holidays! At left is Michael Leys who assembled an E-Flite Clipped Wing Piper Cub for his grandson Oliver Leys.

Being equipped with a built-in stabiliser meant that, despite its small size, it flew extra well and laughed at turbulence (almost).

Below, Merv Wright's J-Power F4N Phantom EDF, is seen being launched by Merv himself, the test pilot being Phil Spence. Like most electric ducted fan models, it has little thrust until speed builds up so Phil used lots of up-elevator, and some skill, before it had the speed to perform. Its 64mm ducted fan is small compared with other EDFs, accounting for the slow start.

Oddly the manufacturer's website advises: "Outdoor is the recommended environment" (!!)

They could have added, "If no airship hangar is available!"

