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Editor: Brian Oakes

# Wingtips

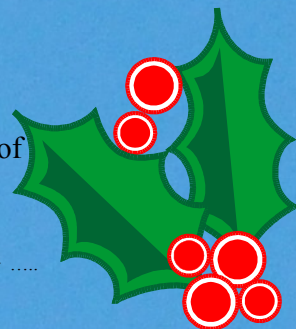


The photo shows David Green's 50-size Sebart Katana 'chasing' and airliner.

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Merry Christmas to all members from the Wingtips staff: editor, proof reader, sub-editor, chief photographer, reporter, videographer, graphic designer, publisher .....







Above and left, members with friends and spouses at the Christmas Dinner.



Right and below: Christmas Fun Fly at the field. In the spot landing even, Peter Beath's Monaro, below, hovers over the target in the wind for the winning landing. Right, Peter with his model. Other winners were your editor in the timed flight, while Ken Griffiths and Darryl Cox won Lucky Door prizes.



Right, Ken Griffiths, not satisfied with his first attempt at the spot landing with his Bixler, tried again inverted.



## Now, Not Only Float Flying at the Lake but Yachting



Above  
photo by  
Wayne  
Harris



At Lake Ginninderra, when there's too much wind for flying, some members switch to model yachting. Above, Graham Parkins' 1 metre Phantom is lowered into the water by Graeme Coronel using a specially-made device. Left, the Phantom demonstrates a close reach in a fair breeze.

### ***New Trainer***

Right, John Hilton, who volunteered to assemble the club's latest trainer. It's yet another Boomerang, and CFI Simon Pentland (who took the photo) reports that his students enjoy flying the new machine.





# Seen At the Field



Right, a Duraflly Auto-G2 Gyrocopter, supplied by HobbyKing, is a recent acquisition by Jim Reid, seen above holding the transmitter. This kind of machine, usually called an autogiro (and sometimes spelled autogyro) is tricky to fly, as a number of BMAC members have discovered to their cost. However Jim managed to keep the Auto-G2 in the air for a number of minutes, thus setting a new club duration record for single-rotor autogiros! The Auto-G2 is fitted with a auxiliary motor that spins up the rotor to aid a topple-free take-off.

To see Jim's model in action, click on the link below to a short video by your editor. The video also features some remarkable footage shot by Mick Pasfield's quadcopter. See the photo below.

<https://youtu.be/0TuLtXLvRJg>



Below, another of Jim Reid's new models is this DHC-2 Beaver by VQ. Power is a DLE 35 RA, the wingspan is approx 2.8m and the weight is 9.2 kg. Note the 6" pump-up tyres to help in rough terrain.

There's a video of the Beaver, too. Click on the link below:

<https://youtu.be/Cfy9RYFdB9o>



And, below in the same vein, (STOL, that is) Len Ricardo's hand-me-down Pilatus Porter, previously Bob Raadts'. It uses an OS 120 4-stroke glow engine, and landing is made difficult by the Porter's desire to float, even with full flap.





And now for something completely different!



Above Peter Ederle's scale model of the Aerosport 103 ultra-light is powered by a DLE 20. Its wingspan is 2.4m and it needs plenty of lead in the nose to achieve the correct c of g. The prop is a rear-mounted a 14x7 3-blade pusher. There's a video of this as well: <https://youtu.be/U9tfq0aleK8>

Right, Ron Barnes fibreglassed this F-86 Sabre, a Fly Fly ARF. Members at the field noticed that the model has plenty of acceleration on take-off, no doubt due to its 90mm electric ducted fan by Wemotec that's driven by current from no less than 8S of 4Ah lipos.



## Featured Model of the Month Roy Bray's Cessna 337



The Cessna 337 Skymaster is a utility aircraft having a front and a rear engine. This prevents the yawing experienced in the event of an engine failure of a twin with engines on the wings – models or full-size planes.

The model is an ARF by Seagull, and the engines are a 52 ASP and a 45 Magnum. A known difficulty

with the full-size is the tendency of the rear engine to overheat, but Roy's 337 benefits from the rear air intake (right).

After Roy had some difficulties with the Cessna, Len Ricardo repaired and adjusted it so both engines run more or less at the same revs.