



Wingtips

Photo shows the Featured Model of the Month. See page 6 for more.

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Seen At the Field

Right and below, Henk Jansen's beautifully presented quarter-scale Citabria, made from a Balsa USA kit. It's been covered with silk and dope then painted, which Henk did with extensive masking.



Below, Graeme Coronel's Gentle Lady, a popular design of electric-powered glider, has a 2m wingspan.



Left and below Merv Wright's Cobra from HobbyKing, a model now discontinued. It has a wingspan of 1300mm, a take-off weight of 3100g, and uses a 90mm EDF running on 8S (two 4S in series).





Above, Peter Ederle's Hangar 9 CubCrafters Xcub is 30% scale. The wingspan is 3m, the engine is a DLE 85cc petrol and the prop is a 22x12 of carbon fibre. The model weighs 15kg.

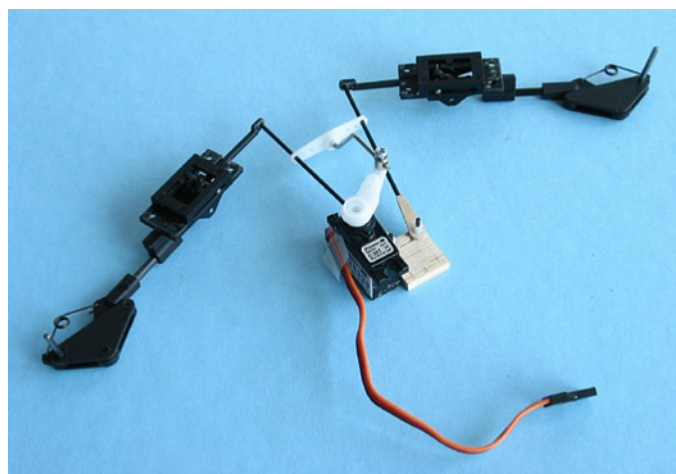
The full-size CC19-180 Xcub is by CubCrafters of Yakima, Washington, USA, and is based on the 1949 Piper PA-18 Super Cub.



Above and right, Troy Stichbury's Spitfire Mk Vb flies with 3S lipo power and is, for Troy, another from Alfa models.

Troy likes Alfa models, noting: "... the design of the Spitfire retracts ... allows for [typical] asymmetric operation of the retracts but using only a single servo." (See photo at right.)

"The models are manufactured from vacuformed polystyrene foam sheet in a monocoque design. Where necessary they are reinforced with plywood or balsa stiffeners ... (eg firewalls and battery trays).



"The foam material has a slightly hardened skin that provides a good level of surface detail and finish, and slightly increases resistance to scratching and denting."

Safety Officer's Words for March

by Craig Sheehan

Emergency phone app – Please ensure you download the 'Emergency +' app on your mobile phone – it's available for both iPhone and Android. It allows you to directly contact emergency services like 000, SES and police. Clearly, if you have a serious injury it's 000 for ambulance. This app is also handy for your other activities as it gives latitude and longitude location details. Please remember the Club now has a street name to assist

in emergency services attendance: 3 Nirta Place Mitchell. Where possible if ambulance etc are attending please have someone positioned out near ACTEW to lead them in.

First Aid Kit – Please make sure you familiarise yourself with the first aid kit in the club house. It has been stocked with plenty of gauze swabs and iodine swab sticks which will be needed for most field prop injuries – which are usually needed in a hurry. Please notify me replenishment is required. A text to my mobile is fine – 0468 875 372.



Above, Warwick Budd's Patriot, a Great Planes kit, bought partly-built and completed by Warwick. It weighs 3.2 kg, giving a wing loading of 76 g/dm² (25 oz/ft²) and is powered by an OS 46AX.

Above right, Jerry Cashman's foam indoor-outdoorish model has 3 channels and no rudder, and is powered by a 300 mAh battery.

Right, Graham Parkins' photo shows how sail and flight co-exist at the lake.



X-UAV Skua

by Neil Moffat

The Hobbyking Skua (above) was designed by X-UAV for First Person View (FPV) flight. Its wingspan is 2100 mm and the gondola style fuselage holds FPV and video equipment, and high capacity batteries for up to 4 hour flights.

My first flight of the Skua was problematic as the motor was not the original and lacked power. Also, the C of G was too far rearward. The Skua had insufficient elevator authority, landed nose first and ripped out the fixed nose wheel.

Repairs consisted of moving the C of G forward and fitting an E-Flite 15 motor and 4S battery combination, but the second flight was a total disaster. With too much power too quickly the Skua

climbed steeply, rolled violently to the left then nosedived into the ground at speed. The cause was a bent aileron

push rod.

Damage to the Skua was extensive. The engine mount was shattered, the prop shaft was bent, the motor bearings were damaged, the nose wheel mount ripped out and the clear plastic nose bubble shattered.

After several months the Skua was dusted down and repaired. Modifications included a new Turnigy 3548/4 1100 kv motor, moving the battery location forward and fitting the top tapered portion of a 750 mL Coca Cola bottle to replace the broken plastic dome.

The current Skua configuration now flies exceptionally smoothly during all phases of flight. Due to the pendulum effect of the underhanging fuselage pod or gondola, the Skua will not barrel roll.

For sale

Dremel 3000, **new in box**, never opened. There's the variable-speed rotary tool (shown), a cutting guide, 26 accessories and a case that holds

everything. \$70 to a BMAC member. Brian Oakes 0434 926 935





Above, members attending the general meeting at the field on 23 February, photographed by Barry Buckley's Mavic 2 Pro quadcopter (below).

Left, club president Graham Parkins speaking to the members.





Third-scale Boeing Stearman PT-17

As is usual during the Victorian Labor Day long weekend (Canberra Day also) your editor attended the ACTIO(N) Scale Rally run by the Bairnsdale And District Model Aero Club (BADMAC).

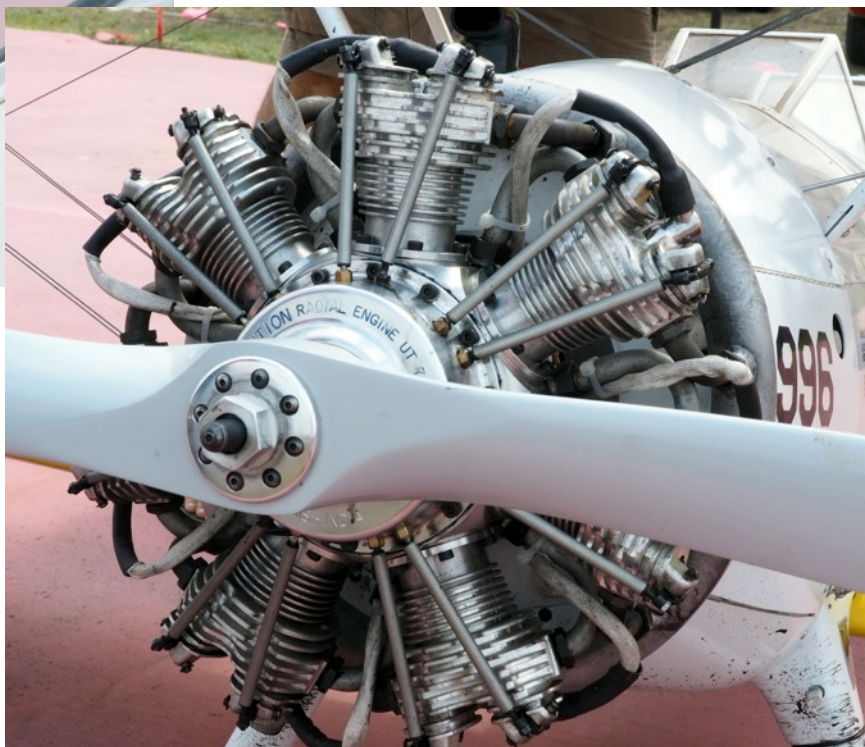


BADMAC member Ian Waters spent three years building and perfecting this superb Stearman PT-17.

The full-size Stearman was used as a basic trainer for thousands of the Allied pilots who served in WW2. These included United States Army Air Force, Royal Canadian Air Force and Royal Air Force trainee pilots. A total of over 8000 Stearmans were manufactured; both Lycoming and Continental radial engines were fitted. As evidence of the quality of these machines, over 1000 are still airworthy.

The basis of Ian's model was a Balsa USA kit, having a wing span of nearly 3 metres and a weight of about 20 kg. He made innumerable improvements. The pilot, for example, (above) he made from scratch, including the clothing.

For a model such as this, a suitable engine would be vital and Ian chose the petrol-fuelled Evolution 7-Cylinder 260cc 4-Stroke Radial Engine (above right). (No, there aren't any dummy cylinders – they all work! And I won't mention the price!)



As for the Rally, there were three categories of competition: Pilots' Choice of Under 80 inch span, Pilots' Choice Over 80 inch span and the Barry James Flight Realism Award. (Barry was a BADMAC member and scale enthusiast, now deceased.)

It was no surprise that the Stearman won the Over 80 inch span award – and by a unanimous vote!

I took and flew my Amiot 143M, now fitted with a noisier sound system and am happy to report that it won the Flight Realism Award.

Brian Oakes