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Wingtips



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This month's page 1 photos show aircraft that will be familiar to some members. The photos were taken at the Australian National Aviation Museum located at Moorabbin Airport, Victoria.



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Above: Grant Manwaring introduces the MAAA officials to the gathered BMAC members. Below: Tyson Dodd speaking to members.



As members will know, 17 May this year saw a visit to the field by officials of the Model Aeronautical Association of Australia (MAAA). President Neil Tank, Secretary Tyson Dodd and other committee members were impressed by the field and its facilities.

Tyson explained that our field has received an “area approval”, so, under the new Civil Aviation Safety Regulations, BMAC members won't need to be accredited nor will our models need to be registered if we are flying at our field. If it's given an approval, this will also apply to flying at Lake Ginninderra.

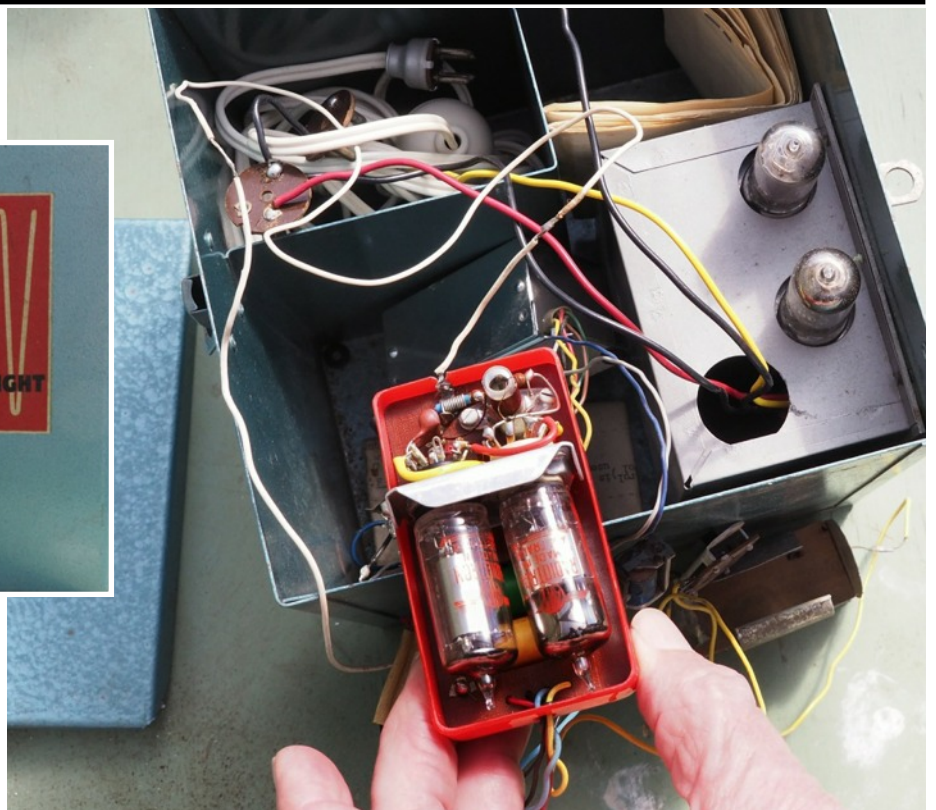
Neil emphasised that there must always be a “safety culture” for aeromodelling. and that past safety measures have meant that the MAAA is well-regarded by CASA.

Radio Control From the Past



Club President Graham Parkins recently brought the pictured radio transmitter (the big box) and receiver (smaller red box) to the field.

Members were thus able to see how the original R/C modellers controlled, or, (according to Graham) in many cases unsuccessfully *tried* to control, their models.



For the information of younger members, the glass cylinders are valves (!).

Seen At the Field

Peter Whitely made model below as an exercise – to make a \$15 model plane. The “rules” allowed the use of bits and pieces lying around, plus \$15 for the airframe. He gave it to Peter Ederle (right) in case he could use it at the school where he works. The plane is powered by an E-flite 450 and a 1300 mAh battery, and flew very well.



Below is another curious model, what HobbyKing calls a “Glue-N-Go foamboard kit”, in this case a Lockheed Martin F-35 Lightning II (or JST) flown by Jim Reid. Note that there's a motor and propeller mounted in the centre of the fuselage which send a

powerful slipstream across the only control surfaces: two elevons. The result is a machine that can loop in its own length! The motor is a D2826/6 spinning at 2200 kv, powered by a 3S 2200 mAh lipo.



Left: This PC-9 is now in the custody of Peter Gurney – it was formerly Peter Ederle's and last seen in January 2018 Wingtips. Power is from a Turnigy 32cc petrol engine.

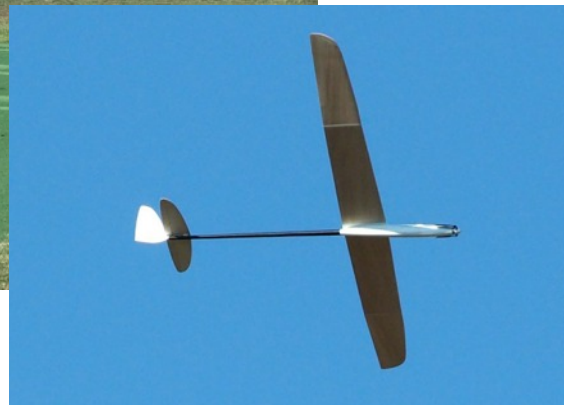


Michael Leys' Kadet Senior Sport is an ARF by SIG. It's certainly a venerable design having been around in various forms for years. See Michael's words on the Kadet web page; the link is below left.

It looks as if Michael has had plenty of Kadets! This version is powered by a 61 size Redback motor running on a 4S lipo.



Left and below, Grant Manwaring's new 2 metre glider is a Serena-C from Art Hobby. Expect him to use it in the Millennium Cup.



Featured Model of the Month

Miles Sparrowhawk



At the Bairnsdale and District Model Aero Club scale rally in March this year it was, at times, difficult to fly fast models because of the smoke from the disastrous eastern Victorian bushfires. Although it is a scale racer, the Miles was not affected too badly.

The Miles Sparrowhawk started out as a standard Miles Hawk but the fuselage was shortened making room for only the pilot, sitting as low as possible. The top decking was reduced in height, a special high-compression version of the de Havilland Gipsy Six engine was fitted, and the undercarriage track was widened. It won a 1935 speed prize at an average of 263.35 km/h over 1,534 km.

The model is an 1/8 scale ARF by Seagull, owned by Royce Bux of Peninsula Aeronautical Radio Control Society (PARCS) at Carrum Downs. The model's wingspan is 2160mm, and power is provided by a MVBS 58 engine.

