

Wingnut's

News, reviews, stories and more
from Dubbo Model Aircraft Club

<http://www.dubbomodelaeroclub.com>

Volume 4 No 1, January 2011

Editorial

*Summer is a comin' in
Loude sing cookoo
Groweth seed and bloweth mead
And springeth the wood now.*

Anon.

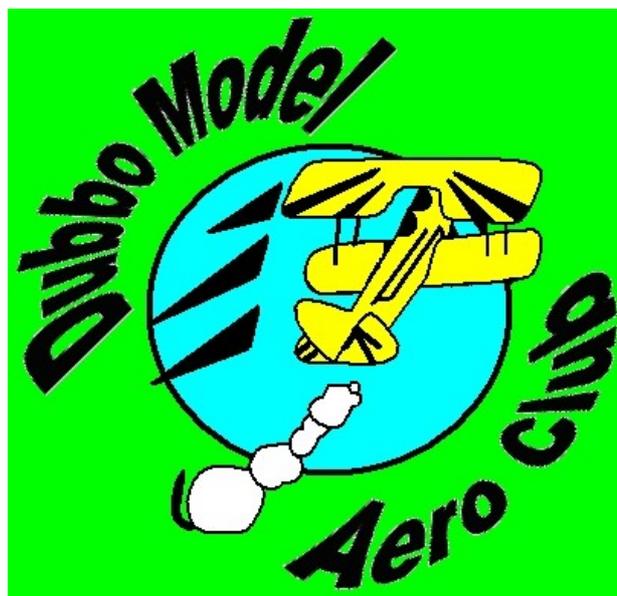
OK, OK. I am a little late. Summer is well and truly here. The birds near the field have been making a racket, the field is growing grass like never before, I'm not sure about the mead but I sure someone somewhere is making a brew, and our neighbouring trees must be growing because they have been eating models lately.

Welcome to 2011 – hopefully a great new year of modelling for all of us.

I actually started writing this issue back in Spring last year but somehow it just did not get far. Wild weather, floods and more lately a string of family events meant that I did very little flying from about October to December last year so I mean to make up for it now.

The club has been growing again. Recently we have had Matt Aird return from commercial pilot training in Melbourne after an 18 month stay away, Welcome back Matt. Next to rejoin the fold was Chris Gorton who was a member some years ago. Welcome back Chris. More recently we have two shiny new members. Ken Helm, formerly of Toowoomba and Trevor Spencer from Sydney. Welcome to you both.

And welcome back to all other members and all the best for a great new year.



Tanked



Three wise men captured in action at the “tank instillation” shovel fest. Note the excellent shovel work.

Now doubt by now you have all noticed that we have two new water tanks. They were installed in the later half of last year and shortly thereafter the skys fell open and filled them with nice fresh water. For free. Thanks to all who turned up to dig the trenches and then fill them in again.

Dave and Grant have fitted a tap to the tank nearest the pit area and the water in the tank is nice and fresh so feel free to fill up on water when it is hot. Thanks lads.

Oh no, not again.

Some of you may have noticed blood on the floor of the shed. It used to be your scribe's. The damage was done by a 0.6cc diesel engine and a very sharp APC 7 x 4 prop.

It happened when I picked up the model to test fly it and found that I had the model in my left hand and radio in my right and I really needed the reverse. In my haste to change hands I let a finger just graze the tip of the spinning prop and three weeks later it is still healing.

A further reminded to please be careful.

*Please remember – start your engine then **MOVE BEHIND** the prop before doing anything else like removing the glow driver or tuning.*

And ask anyone standing nearby to move behind too. Politely but firmly.

Remember “**Safety is everyone's business.**”

Alex's new Ultimate.

Back in October a new plane appeared at the field. Rumour has it that it had been ready to fly for some time but was only now being taken for its first flight. Alex need not have worried. It flew perfectly with him on the sticks and it has been seen several times since.



Alex with his new Ultimate. Power by 55cc “gasser”. Nice model Alex.

Another new model

Another new member to join in the last twelve

months is Robert Smythe. Robert is a retired painter and was looking for a project and was directed to Mike by Dave at Uncle Pete's. Robert was looking for a plan to build and so Mike gave him a Kadet Senior plan and instructions. Robert has been a model boat builder in his former life in Brisbane so building models from a plan was not particularly new to him.

The result was the Kadet Senior we see in the photo below. Robert cut all the ribs, framed up the fuselage and flying surfaces and with a bit of help from Mike bought a Hitec Optic 6 2.4 Gig radio and the other bits necessary to finish the plane. Robert was lucky enough to be given a couple of engines by his brother and the initial flights of the Kadet were made with a rather cranky MDS 46 two stroke. (More about this engine later). More recently, the MDS has gone to another project and a Saito 65 has replaced it. The Kadet loves its Saito and they fly really well together. Well done Robert.



Robert Smythe with his Kadet Senior built from a Sig plan. Power by MDS 46 when built but now a Saito 65 is fitted.

The grass is greener

As you will have noticed (unless you have been living in a cave) we have had a little rain recently. It was even enough to put Uncle Pete's out of business for 8 days with no power.

It has also made the grass grow. A lot. And fast.

Thanks are due to Dave Churchill, resident greenkeeper, who has volunteered to keep the grass under control and has been doing an excellent job. Thanks from everyone.

Coming Events

This year the club will host three events.

First up will be our “Warbirds for Dummies” fun fly. It is open to all comers who have any warbird model or any model and a good bull story as to what makes it a warbird. Mike has two Kadets which may make an appearance this year. One as “Kaiser Bill's personal transport” and the other the “Zeraux” (faux Zero complete with radial engine. **The date will be 17th April.** So get building or start thinking up a good story as to why you should fly that Skyraider.

The **second event** will be a round of the ASAA (Australian Scale Aerobatics Assn.) championship. As some will remember, we hosted the ASAA's annual championship event for two years but this year we will be hosting a round of the event not the final. We will be running a canteen to raise funds and will need help from as many as possibly to get the field ready and to run the canteen. **Date for the event will be 14th and 15th May.**



Dave Churchill with his beautiful Percival Mew Gull at last year's fun fly. Looks wonderful in the air too. (The model that is.)

The **third and final event** will be our famous **Dubbo International “Father's Day + One”**

Fun-Fly. This event has been on the calendar for years and we usually get some bods from Cowra and or Parkes. We are hoping for a few from Orange as well this year. **Date is the Sunday after Father's Day which will be 11th September.**

You can find the MAS calendar at www.masnsw.org. Look for the link at the top which says “Rolling Calendar”. Then click on the picture of the calendar to download a PDF file of the Calendar.

Another Plug for Club Fuel

Yes, club fuel is still available but may not be for ever. At the present time I have about 60 litres of methanol, 20 litres of oil and 4 of nitromethane so I can mix quite a bit before stock run out.

Standard Club Fuel is available for \$8 per litre or \$30 for four litres. (BYO container.)

Email me (see the bottom of the newsletter) or phone me on 0429 634 767 to arrange to collect your supplies.

Standard Club Fuel is 10% nitro, 20% Synthetic oil and 70% methanol but other ratios are available.

A tale of two glow plugs

Glow plug story #1

Some of you will have seen Mike flying a red Big Stick recently **and it did not** have a four stroke in it. This is unusual for two reasons.

1. It has ailerons
2. It has a two stroke engine.

The engine in question is a Super Tigre G51 (ring) made in China from an Italian design. Mike has used Super Tigre engines (the original Italian ones) for years and wanted to see just how the recent Chinese versions stood up.

Mike bought this engine from Tower Hobbies for about \$115 so they certainly are cheap. They can be bought in Australia for about \$130 and that is still cheap.

But does it go?

YES although it did not get off to a good start.

As it is a ringed engine it needed a slightly different running in to an ABC engine. It needed short rich runs initially with some bursts of higher power until the ring started to feel bouncy and not gritty. This only took about 15 minutes of running and flight was attempted.

This is where the story really starts.

The first attempt at flight ended with the engine stalling as soon as the throttle was advanced. This happened several times and so in desperation Mike fitted an OS F (four stroke) plug as it was the only plug available. This improved the ST G51 and it was soon flying and flying well.

Next time Mike took it out it again started becoming cranky again and it was at this point that Mike fitted an Enya #3 hot plug. The result was immediate and very satisfactory. Tuned slightly rich the G51 really came alive and has been flying brilliantly ever since.

Enya has long been known as a supplier of very high quality engines and glow plugs. They make a range of four plugs from hot (#3) to cold (#6). #3 also work well in four strokes. The #3 and #4 are the plugs most suitable to the sorts of planes most of us fly.

Very few shops sell them these days but they are easily available either directly from Mr Ken Enya in Japan www.enya-engine.com (he does speak English and answers email questions quickly) or from several sellers on eBay.

Glow plug story #2

If you were at the club a couple of weeks ago you may have heard Mike's other new engine. It was singing a merry song at 18,900 rpm on an APC 9 x 7 running in prop and later 16,500 on

an APC 10 x 6.

The engine is a product of Mr Dub Jett of Jett Engineering of Houston, Texas, USA. Dub makes a range of high performance engines. You can find his site at www.jettengineering.com.

The engine came with a Merlin 2003 HD hot glow plug so Mike bought a few more direct from Merlin in the USA at www.merlinglowplugs.biz.

Merlin makes a very extensive range of plugs for all applications and with the AU\$ at near parity, they are excellent buying at the moment. To keep the freight down (\$7) buy less than \$25 worth of plugs. (The 2003 HD is \$5.95 each so you can get four for under \$25).

If you heard the Jett scream, you will know that Merlin and Jett both make great products. Delivery from both Jett and Merlin are about one week. Not bad for the distance.

The Tail End



Meet "Scraps", a Kadet Senior with a difference. He has ailerons, less dihedral and is a tail dragger. Saito 72 for nose weight. Flies well and will even roll and fly inverted quite well. No prizes for guessing who owns him.

Why Scraps? Can't you tell?

<http://www.dubbomodelaeroclub.com>

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