

# Wingnut's

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

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## Miracle in Dubbo.

Most of us have done it. And usually the result is bad. Really bad. You line the model up, increase the power, she take off cleanly and is climbing away but when you go to turn away from the pits, she turns the other way. You frantically try to correct the roll but she just keeps rolling until .....

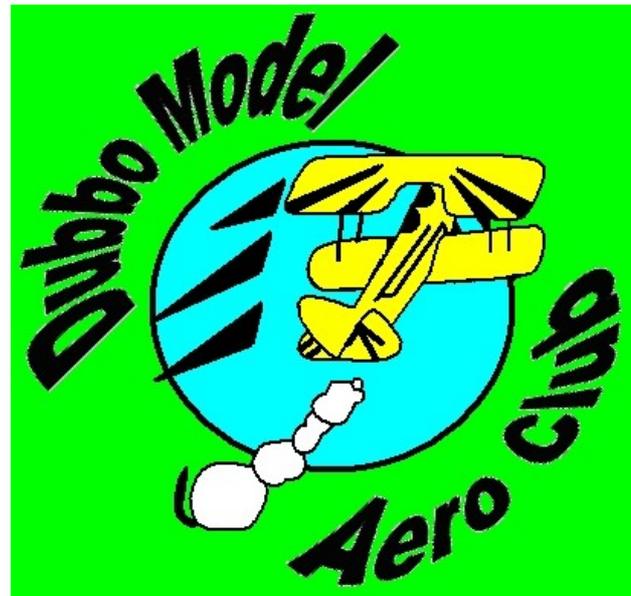
Well recently it happened to Tom from Wellington. It was the first flight of his just completed kit build Goldberg Tiger II and there she was heading for the trees. Fortunately, Tom is a quick thinker and very cool under extreme stress. He just threw the reversing switch in his head flew a circuit and landed normally. Phew.

## More Miracles in Dubbo.

The hero this time was Alex, the plane was Uncle Scott's. And this time, an aileron ? servo went into business for its self making the plane unstable at best. But cool flying and quick reflexes came to the rescue and Alex landed the plane with no additional damage. Well done Alex.

## And Rod saves the day.

Not to be outdone by the young brigade, Rod also had a miracle of his own recently. This time it was Rod's Texan which has had a bit of a tough life recently. Rod was happily flying



around when she started to behave erratically. Rod kept his head and eased the bucking plane back to the ground to discover that one aileron servo had parted company with its mounting and was hanginn out in the breeze. This makes a strong case for having two aileron servos and also for checking your models especially after any minor prangs or hard landings. Things sometimes get shaken loose.

## Large Scale Aerobatics.

Matt, Alex and Scott recently flew in a round of the competition at Queanbeyan. They report that the field these is rougher than ours but that did not stop Matt from coming second in his class and Alex from coming fifth in his. Congratulations lads. Scott flew too and had a great time at his first competition. He has been having a few teething problems with his Extra but a new CD ignition has sorted out the engine and the plane is now performing well.

It has been suggested that Dubbo host a round of the competition some time in November. This would give excellent exposure to our club as well as give us an excellent opportunity to make some cash from the canteen and also from entries. We can expect some people from the Scale Aerobatic Association to visit us soon to look at what we have to offer. I am sure we will

make them welcome so that they report well on our club and what it has to offer.

## **New Scale Aerobatic Flier?**

Young Matt has recently been seen trying to buy the entire stock of fuel from Uncle Pete's. And now we know why. With his new Extra, he has been tearing up the sky and demonstrating how landings should be done. But lately he has been receiving tutorials on how to fly the pattern for the Scale Aerobatic competitions. Could he be our next competitor?

## **Tyro makes progress.**

Craig has been learning to fly since late last year and is now flying solo with his Boomerang 40. He has been flying really well lately though on a couple of occasions he has pushed himself a little too far late in the day and found that you do get tired flying models. Despite this, he is coming along really well and now has plans for a low wing model just as soon as he can get one past the resident accountant. Well done Craig.

## **Jim's Electric Trainer**

Jim's Phoenix electric trainer has made a couple of appearances lately. It is nicely overpowered by an E-Flite 40 size outrunner with a largish 3 cell Lipo. It flies really well with plenty of power and very good duration. Jim is planning to fly it mostly at his property so we may not see it too often. A really nice model.

The day that Jim was testing the Phoenix, Mike was flying his Phoenix Rainbow. This has a smaller 25 size motor but on a similar 10 x 4 prop and is a little larger than the trainer. The Rainbow also had a smaller 3 cell Lipo and only gets about 7 to 8 minutes on the 1700mAh battery. Mike has since bought a 3700mAh pack similar to Jim's and his should give

excellent duration to the model.

## **Oils ain't oils.**

More to the discussion on Castor oil from last time. Wingnut has been reading extensively on the internet and has decided that used with caution, Castor does have a place in his engines. Castor's big strength is its high film strength. That is, it stays in contact with metal as a thin film far longer than the synthetic oils we get from America. A bit too much heat and they disappear in a puff of smoke where as good old castor hangs on in extreme circumstances. The clue seems to be to use 3 to 5% Castor oil in your fuel and make the rest of the oil up from synthetic of your choice.

## **High speed Kadets**

Rod and Mike were seen recently racing their Kadet Seniors around the field. Several spectators fell asleep from stress waiting for the planes to complete their circuits. But the old blokes flying them had big grins on their faces and were even seen using the cross strip to avoid that very Kadet happening the ground loop. Rod's ARF kadet is the deluxe model with ailerons and a Saito 56 to make the noise while Mike was flying his basic three channel model with Saito 72 for nose weight. The Saito is just about perfect for the models, the 72 is a bit big but it does make for very short take offs and its considerable prop wash at idle makes for very long landings. Everyone should have at least one Kadet.

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