

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

Spring 2015.



John Morgan's new DuraFly 3D aerobate Bravado from Hobby King.

News In Brief.

The Carrera 46 got pulled down from the rafters to get the cobwebs blown out, for the model and the pilot. While the slow floating Old Timers are a lot of fun, sometimes it's nice to get excited and wiggle the sticks a bit.

Although an older design, this model is still capable of more maneuvers than it's pilot.

The Carrera, with an OS 55 up front, lots of fun.



Sunday, November 1st.

Looks like it's Cub day all over again, perfect flying day for first of the month.

Cubs in order belong to Stan the Man, Stan flew his EFlite model well, and the aerobatics sure warmed the 3300 X 6s battery. Stan can use a bigger battery, but it slows the manoeuvres a little. Win some lose some! We won't mention the green bag that Stan tucked away in the Jeep. Full of foam bits?



Second Cub is John Morgan's wellflown Clipped Wing Cub. For flying aerobatics in windy conditions, the Clippy was a bit nervous, so a Lemon brand stabilizer RX is now fitted. Really calms the model, however the gear switch on the TX is used to switch it off so the Cub can be really annoyed! The Lemon brand RX gear is found on the Web at the 'Lemon Shop', dealing with the makers. \$26 USD, a steal! It's DSMX Spektrum protocol. Next Cub is Craig Thomas' model with a 33cc DLE petrol motor. And no one said anything about the very un-scale manoeuvre flown by Craig....Hovering on the prop! Now, when I flew a full sized

Cub it didn't seem to have THAT much power!?!? After a while the petrol DLE gave Craig the opportunity to demonstrate a perfect dead stick landing to applause from the gallery. Last but not least is Scott Virtue's Cub, seems it's a bit of a solid citizen and uses the 22cc DLE with the 'pedal to the metal' Scott has lots of flights and flies really nicely... I noticed his best landings were in the 'touch and go' approaches. They were 10's for sure. Scott gets value from his model with lots of flights. Last and probably least was John M's new DuraFly Bravado from Hobby King, (see our cover photo.) First flights went well, with the controls being wound up after each run. It's a big, lightweight, 3D aerobat and showed this a tad on the last flight. Surprisingly it only uses a 1300 X 3s high discharge battery, using about 70% of the charge for the 5 minutes flight. Also fitted with a Lemon stabiliser RX, but stabilisation switched off for aerobatics as model was sorted. 1 Neat, with gear switch actuation, it works well.

From John Roche; The photo below is my newest plane, a 69" Blackhorse models Heinkel He-111.



It has been set up as a twin electric using two OS 3820 1200Kv motors and two 4S 3300mAh Nano LiPos weighing almost 4kg all up. The OS motors seem excellent for power for their size and seem very well made. Craig Thomas was dragged into flying the maiden and I was glad he did, as it was not so easy. Craig safely landed it after about 4 minutes but it needs more downthrust, more elevator authority and probably some weight changes as it was set nose

heavy for the maiden. The plane typically has a tail heavy problem so I had modified the plane to require no added lead despite having two LiPos, and will continue to focus on weight reduction and CG. Cutting back from two batteries to one could make a big difference but all that weight saving will be in the nose which is not where it is needed. The two 4S 3300 LiPos could be replaced with something smaller, but I will need to get hold of some smaller 4S or 3S to test it out. Trying different props will also make a difference. I did opt to paint the plane as it came in what I felt was an unacceptable dark and light green camo with fake line markings and some glossy parts. The paint added some weight but I can't say exactly how much as I mucked up my weight measurements. The resultant two colours are bluer than I had intended but I am happy with the look. I have found that getting the right colour tones is quite hard given the existing skin colours, the poor grip on vinyl covering, the need to add minimal weight and the need for a dull finish on a Warbird. However, painting the plane adds a lot to my enjoyment. I have had to learn a fair bit about wiring connections for twin engines/ESC/LiPos and then changing back to just one LiPo with both motors, and seeing how the power (amps)

demands play out on both the LiPo and the motors/ESC. I have had quite a few LiPos go puffy, especially any that have been used flat-out in my EDF jet, so I am trying to limit the current drain to less than the battery's full drain capacity. I hope that improves things and I'll let you know if it does.

To all Flingers The Fling comp scheduled for last Sunday 15th was postponed due to very wet conditions. We will be running it on Sunday the 29th weather permitting. (5th Sunday of the month). It will be the last one for 2015. Cheers, Scott.

As some of you know, Phil has his beautiful Harvard in the hangar for a little maintenance and decided to pull the engine down for an inspection. In his words;

“I decided to clean the Evo 7-77 whilst I had it out and was mortified to see the gunk in the crank case. Just goes to show how much dust and dirt gets sucked into our engines via the crankcase vacuum turning the carburettor into a mini vacuum cleaner!! A good rinse out with kero and a thorough oiling has followed.”



From James Spencer; I flew my Radian at the Grafton field today, not much thermal activity this day , but you could slope lift fly as the field is on a small hill. There is no shortage of airspace to fly in. I believe it will take a lot of work on this field, before it is as good as the present LMFC field. (James supplied a few pics, but they were a little small for the newsletter.) Pleasant conversation with Grafton members, we discussed a joint “Öld Timers,Cub day”” with Grafton and LMFC in a few months time, at the LMFC field. Regards James S.

Paul Tracy has been getting some good airtime with his Lovely Black Magic Old Timer recently. Paul's is an electric powered version of this design and is a real floater on a calm day. Garry Henderson-Smith has put together a fuel version with a Saito 30 4/stroke. Just a tad heavier than the electric but still a delight to fly.





The Lismore aero club held an aviation expo over the weekend of October 10th.-11th. featuring a good selection of aircraft from near and far. Among the planes at the Lismore airfield were a few familiar craft, such as Kim Rolfe-Smith's T28 Trojan , a locally owned Yak52 and a very fast L39 Albatross jet trainer that visitors could take adventure flights in, for around \$1500-\$2000.

It was great opportunity for interested members of the public to get a good, close up at the aircraft on display, and here the Aero club enlisted the help of LMFC as well; in spreading the aviation message, and a few members displayed models in the clubroom to the delight of visitors. Lots of questions on the speed and cost of the models were answered, many being asked by the full size flyers as well. The models on display ranged from the electric ducted fan type, large gliders, such as Craig Thomas' massive Blanik, with fuel and electric scale and sports planes. The display was very well patronised over the weekend and several potential members were keen to get hold of membership application forms.



The Aero club CFI has asked the club to consider participating again next year, only next time he would like to include a one hour grounding of full size planes to allow a model flying display. A big thanks to those members who assisted with the transport and setting up of the models.