

**LISMORE  
FLYING**



**MODEL  
CLUB**

# **NEWSLETTER**

**January 2016.**



*Graham Gilliver's Gee Bee R-3 racer.*

## *News in Brief*

*John Roche has been busy lately, instructing another tyro. Young Jack Brooker's grandfather purchased a small electric foam Cub for Jack last year, but circumstances have kept them busy until this year's holidays. Jack's Mum, Sarah, contacted the LMFC through John, to arrange for a visit and a lesson or two. Jack's plane required a bit of modificatin and some setting up, so John generously allowed Jack to have his first flight with John's Headwind, 3 channel electric. On the buddy box for the flight, young Jack soon overcame some nerves and, following John's instructions, zoomed the model around the sky with ease.*

*Keen to go again, the two took a 4 channel Wilga foamy up and again Jack handled his first aileron flight with ease, and a huge smile. It appears that the bug has bitten and when his own Cub is sorted and balanced, Jack will be back. Well done John Roche for getting another person aloft and introducing a probable new member to the club.*



John Roche and Jack, with the Wilga.

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*I recently had the pleasure of attending the nuptials of long time club member Ron See. A few health issues have kept Ron away from the field lately but he has still managed to meet and court a lovely lady from Ballina. Ron and Pam decided that love and happiness knows no age barrier, so they decided to marry, just short of Ron's 80<sup>th</sup> birthday. I'm sure that we all wish them a long and happy future together.*



Newlyweds Ron and Pam See.



*Now here's a bit of nostalgia, Phil Crandon's Quickstart Dart, 0.55 diesel power 1947 Elfin Mk11. Fuselage and uncovered wing were all that remained from this model, built sometime around 1986. Phil decided to resurrect this little free flight model for some fun on those, hopefully calm, winters days a bit later this year.*



*She was a fine flying model all those years ago, so hopefully that will continue with her new tail feathers and fresh dope and tissue covering.*



***Glider towing. Phil Crandon.***

**Mid January and a lot of members enjoyed an awesome morning's towing fun with Jamie Zambelli as tug pilot with his trusty J3 Cub.**



**Craig landing the Ka8**



**Jamie, with Craig about to release.**

**Craig Thomas and David Millburn shared David's Ka8, for some long thermal flights as did I with my aging Slingsby T46.**

**Jamie's Cub, with Craig's glider in tow.**



**A great shot of Jamie's Cub coming in.**

**A good selection of other sports models were also flown for a great morning's flying.**

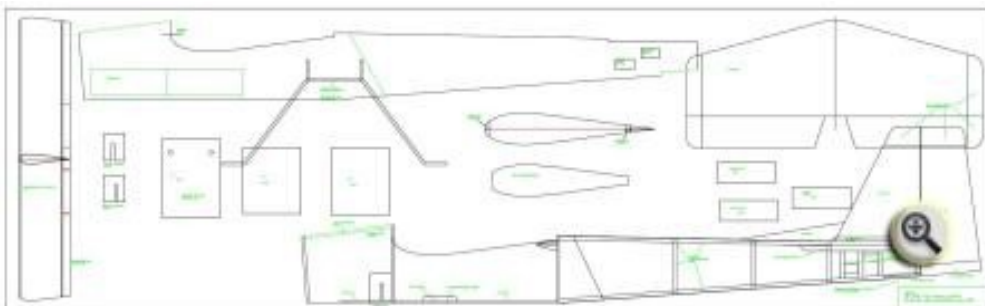
**Graham managed to do his green keeping thing whilst the rest flew overhead. Great work Graham, and much appreciated.**

**The heat really kicked in around 11am and most of us headed for the shade, well satisfied with the great thermals already logged.**



***From the Building Board.***

***With the increasing popularity of glider towing, Nigrl Virtue has been putting together a new tow plane, designed just for the job.***







**With a 62cc engine and 72" span, this simple and easy to see tug will be a welcome addition to the glider tow days.**

### **Armidale Expo**

**January again and the Lismore glider boys have made their annual pilgrimage to Armidale for the glider expo.**

**This year's group enjoyed pretty good conditions and the usual skylarking around the paddock. No word yet on how many made the winners list, but all returned with big smiles so it's safe to say, great weekend.**



**The Lismore contingent enjoying a break.**



**Nigel and Jim. Good flights, big smiles.**

**Jim Romer heaves his model for another round.**



**“Who was that masked man?”**

**A sun smart Nigel launches for David Crandon**



**Not sure what the boys have spotted. We can only hope it's a glider!**

**Ever reliable Russell assisting with another launch.**



**No matter which you are into, be it 3D, scale or you just like the “WOW” factor of a nice model, this one is definitely worth a look.**

**<http://youtu.be/NnbJC36d2jo>**



## For Sale

To grab a bargain from the models below, call John on 0416240801

### ***Seagull Ultimate 90 bipe***

This is a good flying aircraft, which is sadly surplus to my energy output these days....

Around 55" span and should finish around 9lb with a 90 two stroke.

Easy access for battery for an electric conversion.

\$400 new, asking \$140



### ***P47 Thunderbolt FMS***

***1400mm wingspan***

This model is an FMS brand foamie, is PNP but has one battery, a 2700 X four cell Zippy LiPo. Warning not to use more than 4 cells!

Has flaps and retracts, it flies really easily as P47s are renowned for.

Does all scale manouvres.... NO, not a 3D flier....

Asking is \$180 with battery....

Suggested RX is an Orange with incorporated stabilizer, from HobbyKink naturally...



### ***Tiger Moth***

Model has near new ASP120 with Sullivan on board glow heater.

A Green Models kit from Austars, best flight performance for a Tiggy at Wagga Military Scale Event...

ARF models don't get scale points...

Asking \$499

## ***Freewing SU-35 DESERT camo still new in box ... PNP***

<http://www.xtremehobby.ashop.com.au/p/5621729/freewing-su-35-snow-camo-with-thrust-vector-and-twin-70mm-edf-units-pnp.html>

The click line above is the current retail site from an untrustworthy site in my opinion.

But gives detail and a video..

I'm asking \$350 firm...

Current retail is \$549 plus cartage.



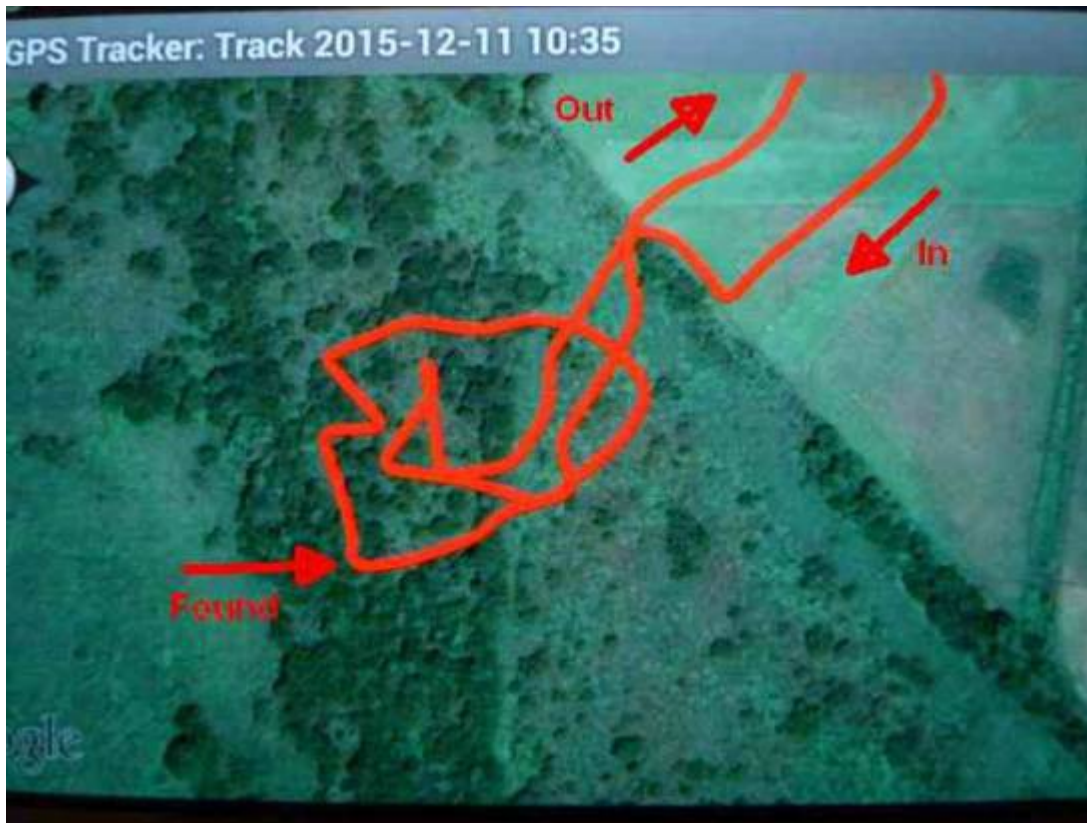
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## **If you crash your plane off-field . . .**

Alas this does happen so I have lost plane beepers in all my planes. A recent crash of mine was extremely brutal and I expected the impact would destroy the plane. A bad crash can even throw the LiPo out, so the lost plane beeper will not sound the crash position. When I feel my plane may be hard to find, I use my smart phone to help, as I did on this occasion. I have downloaded the free app “Open GPS Tracker”. Switch on GPS, wait a few minutes for the satellites to be located, then start a new track. The GPS Tracker lays down a “trail” where ever you walk, and overlays this onto the Google map showing our field- all automatic so it is easy. I then walk from exactly where I was standing in the pilot box towards the exact direction where I saw it go down. This gives you a clear line to follow when you cross the creek and struggle to see where you are, due to the tall grass and very dense coral trees. If you look at the image below of my phone’s screen, the continuous red line shows where I walked, from the pilot box, across the creek, through the jungle and finally back towards the shed. The starting line next to the “In” arrow is my line in, which is most important. When you are in the bush and visibility is woeful, you can re-align. Unfortunately, it is hard to make out from this particular track but after I crossed the creek I went to where I expected the crashed plane to be and still hoped the beeper had worked. I wandered around where I could, and doubled back towards the creek listening for the beeper and keeping a sharp eye out. Eventually I decided to make directly for the extension beyond the line I had set up from the pilot’s box. It turned out the plane was much, much further away



than I had expected. I found it and yes, it was right along the original line. If I had just followed that line I could have saved a lot of effort and worry, but I was hoping the beeper had worked and sure the plane was closer to the creek. I hope you don't need GPS Tracker, but it is one more tool that could help. My plane was on the ground and on the furthest creek bed, completely covered over by coral trees – impossible to see from above using a camera & drone.



I really doubt I would have been able to find the plane without GPS Tracker. The really good news is that the coral trees actually broke the fall. I expected to bring home many dozen fragments, yet the plane suffered surprisingly little damage. Lastly, always take you mobile with you – it is very nasty bush, especially on a hot day, and you may need to get help. It was 34 degrees that day and I was totally exhausted as the whole struggle took close to an hour. I was thankful to Bob Partridge who kept in touch by phone and gave me a much needed hand with the final extraction.

**John Roche**

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Many thanks to all of the members who took the time to contribute; John R, Nigel, Phil and all of the others. As always, please send anything that you may think will interest other members, pictures build articles, reports or what ever.