

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

February 2016.



***“Ballerina”
Jim Romer's electric version of a Vic Smeed design.***



News in Brief

The January meeting, held on Sunday 7th, discussed some very important issues regarding the club's future. With the inevitable move to our new field, the changes to A.N.S.W. and the M.A.A.A., as well as the club's upcoming events and expenditures, it has never been more important to attend these meetings and have a say in how things are done. The meetings are a good place to offer an opinion or have a whinge. There's flying held afterward if the weather permits. Besides, it usually takes less than 60 minutes and there's a hot breakfast on offer, so why not come along?

John Morgan's latest project is a Taylorcraft Clip Wing ARF, a Hangar 9 effort for petrol power. Motor to be used is an OS22GT.

John is taking his time with the model and adds a bit more anytime that he is at loose ends.

Specs are for a 2m or 80" wingspan model with a chunky weight of 6 to 7kg.

The wheel size supplied did get a serve from David Millburn, so he ordered bigger ones.

Be a bit of a change from plastic foamies that are flown now... But as John says, these built up models sometimes make a far more scale like crash!

<https://youtu.be/P0hbDplVyNk> A link to a complete Hangar 9 Taylor Craft.....



Every pilot needs a joy stick mounted “talk button”.



The pilot for John's Taylorcraft, appropriately outfitted of course.

Here's a suggestion....

It's amazing what delights we have in this area, some well known and others not so much. I was recently invited to dinner at the “Black Sombrero” restaurant in Keen Street. The local Lismore people may be aware of this eatery, but I had to look up the address.

If you enjoy something a bit different, lively atmosphere, good service and good food, this place is, I think, worth a visit. The menu is Mexican inspired, as the name suggests, and the place has a kind of “street” feel, not where you'd go for an intimate dinner for 2. The menu caters for most tastes with the emphasis on Mexican, but steaks and grills are available for those of a less courageous palate.

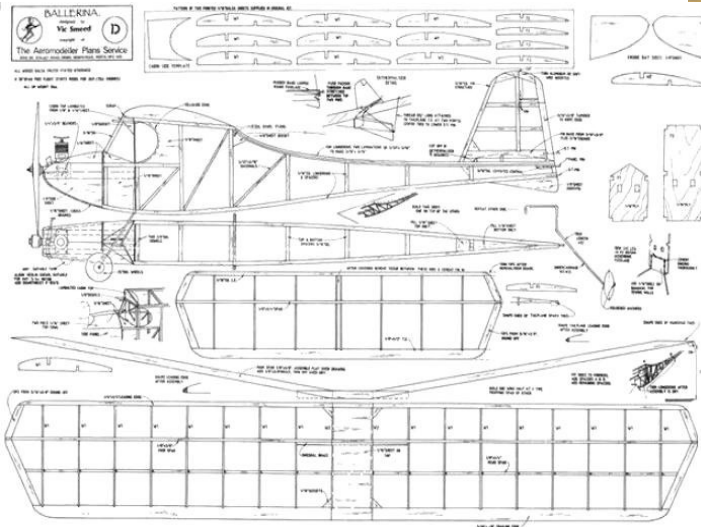
I prefer to not have a steak at every restaurant, so, when in Mexico..... I got a bit adventurous and ordered the Jalepeno Poppers entree, a delightfully spicy serving of deep fried Jalapeno chillis, stuffed with Fetta cheese. I do enjoy hot food and while these are not too hot, they're certainly not bland. For the main course try the soft shelled Tacos, in pulled beef or chicken, with a mild dressing and salad bits, or a plate of Nachos with guacamole.

The menu should keep most diners happy as should the wine and drink selection. I topped my meal off with a “Rio Bravo” Mexican beer, served chilled of course, with a dusting of salt around the top and a wedge of fresh lime. With four diners at our table we decided to order different dishes and have a share of each. Great idea, but try to avoid letting anyone add the Richmond Hill Chilli sauce. I should have known when the label read “Harden up, Princess”.

All in all a different but very pleasant evening's dining. Perhaps a club night out could be in order?



Jim Romer's Ballerina electric. This little beauty drifts around the sky with ease. A simple but delightful example of relaxed flying.



Interesting to note that the average Australian wage in 1969 was around \$67.00 I dont know what the exchange rate was back then but, with both of these advertisements appearing in that year, I reckon a radio set is somewhat more affordable and versatile these days.

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SINGLE CHANNEL ALL TRANSISTORIZED RADIO CONTROL TONE TRANSMITTER

Combination Receiver and Transmitter

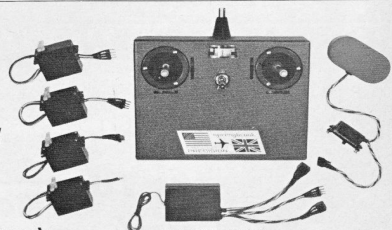
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2 1/2" x 1 1/4" x 2 1/4"
 Weight: 7 Ounces

No larger than a King size pack of cigarettes this Transmitter fits neatly in the palm of your hand. May be used with ANY Receiver.

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- Uses 9V Batteries
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Reliability proven — not assumed with



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KINDLY MENTION 'R.C.M.&E' WHEN REPLYING TO ADVERTISEMENTS

Some current members will recall the OS Pixie

Model Registration.

The U.S. model flyer is now obliged to register with the F.A.A. It seems this move has been brought about, mostly, as a result of the inappropriate use of drones, such as cases of drones approaching too close to full sized aircraft and drones being flown into or over police and emergency situations. Initially it seems to be fairly innocuous, as far as the average modeller is concerned. The application is done online for a very small fee (\$5) for three years, and all of the modellers aircraft use the same registration number. This covers all models from 250gm to approx 25Kg

It seems that the system we already have in Australia with our Aus. Number, covers most of what the FAA is trying to achieve. There will always be people who act outside of common sense and safety parameters, but lets hope that this move by the F.A.A. doesn't creep into our hobby here.

<https://www.faa.gov/news/updates/?newsId=84386>

Using Internal Resistance to check your LiPo (John Roche)

I purchased the HobbyKing Neutron LiPo charger and it is able to measure Internal Resistance (IR) of your LiPo. If a LiPo is mildly abused, it deteriorates somewhat. This deterioration makes it more difficult for the current to pour out of your LiPo, so this increased effort creates electrical friction and hence heat. Heat itself is destructive, and so a cycle can quickly develop which will cause an early demise of your LiPo. This may not even be coupled with the puffy state we have all seen. By measuring the IR of your LiPo you can see the level of internal deterioration. As the level of IR increases, you will find that LiPo will initially turn your prop fine but run out of power sooner than it did when new, and it will also probably get warmer than originally. If you measure the IR of a brand new Turnigy Nano, for example, you will find the IR for every cell is around 2 or 3 milli-Ohms. After ten or twenty gentle uses of the LiPo you may find it has only slightly increased. If you abuse that LiPo several times, you will find that the IR increases to say 15 per cell. At this point you will start to see some loss of endurance. If any single cell gets to about 30 then the LiPo is on its way out. By the time you hit about 50 on any one cell the the LiPo is useless, even dangerous, as it will not have any endurance even though it may seem to initially run the motor fairly well. If you write the IR on you LiPos with a felt pen you can keep track. Probably only measure the IR when the LiPo is fully charged and at room temperature.

So how do you stop or at least minimise this deterioration? We all know many of the “do NOT do” rules like discharging till flat, charging too fast, or leaving a

LiPo in a really hot car. I now believe that constantly exerting your LiPo is one of the main unrealized causes of deterioration. How do we know if we are “exerting” our LiPo? Well running at close to flat out, especially in an EDF jet, is too much for LiPos. Your LiPo will be quite warm to hot after a flight. To know with some accuracy, measure how much is actually being drained. For that you need a Wattmeter and measure the drain in Amps put on your new LiPo when it is fully charged and the motor is at full throttle, and you must do this for each propeller size you use on that plane. Then you need to calculate how much is really safe. You calculate just how many amps a LiPo is able to pour out, which is the capacity in mAh times the C rating. Say you have a brand new LiPo which is 2500mAh and 20C. The number of cells is irrelevant. You multiply the Amps by C. (2500mAh = 2.5Ah). $2.5\text{Ah} \times 20\text{C} = 50\text{ Amps}$. Now you need to stay safely within that 50 Amps discharge limit so you try to restrain yourself and only run at 60% or 80% of that calculated safe amps limit, but never at 100%. In our example, that would be $50 \times 80\% = 40\text{ amps max}$. Only use a propeller that drains at 40 amps or less when going flat out. If you use this LiPo on an EDF be even more careful, with 60% max discharge. Of course, if you love speed then you will hate this advice, but if you want your LiPos to last longer then you may have to start treating all your new, pure and low IR LiPos with a gentler hand.



David Millburn's Cloud king coming in deadstick.

Here she is on the ground. 80" span with a 52
4 stroke up front.



Sun-safe hats



Our faces are exposed to ultraviolet (UV) radiation every day of the year. So it's not surprising that areas such as the ears, temple, lips and nose are among the most common sites for skin cancer to develop.

The right hat not only protects your face, head, ears and the back of the neck but can reduce the amount of UV radiation reaching your eyes by 50%.

Choosing the right hat

A sun-safe hat will:

- Have a broad brim to adequately shade the whole face
- Be made of a close-weave fabric to ensure no light gets through
- Have a dark lining to reduce the amount of UV radiation being reflected on the face and eyes
- Not obscure vision or pose a safety concern.

Craig Thomas and Dave Millburn took a bit of time to have a good aerial look at our new field. Using Craig's Wilga, several distance shots show the current state of the field. Although still grassless, the area is taking shape nicely. Our executive have kept on the case with Lismore Council and work is progressing, albeit slower than we would perhaps like.

Looking west toward Wyrallah Rd.





Over the new field, with Skyline road to the left of picture.

Wyrallah Road on the right of picture, clearly showing our entrance road.



From John Morgan.....

I arrived home the other day to find a model box on the doorstep. Being a Sherlock, I worked out my son, Brett, had sent it to me and I was supposed to build it, even test fly it I suppose. Well it's all together, this was the box on the doorstep ...

It's a Duraflly Tundra from Hobbyking.. Uses 2200 X 3cell battery, recommended is a high c rating, ie a 65c for aeros... Hmmm

Soon sort out how it stacks up with competitors, Bushmaster, Fun Cub and Multiplex cub.....

The engineering in new generation models amazes me, all the screw holes line up, wing servos join to a plug at wing root that just simply plugs into fuselage. It's a new level for these manufactured foam aircraft, even the prop is a classy carbon fibre one!



This RCM plan Bobcat, built by Ron See, had its maiden in February. Formerly OS 20 powered, now electric, the plane is a scale version of a popular ultralight from the seventies.



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Thanks to John R and John M, as well as all of the other contributors to this month's newsletter.

