

**LISMORE
FLYING**



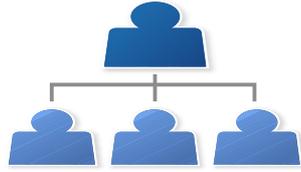
**MODEL
CLUB**

NEWSLETTER

March 2016.



*The “office” of Craig Thomas' Wilga.
Built from a Blackhorse kit,
2 metre span, and power from a DLE 35cc 2 stroke.*



***REMINDER.
OUR NEXT MONTHLY MEETING
WILL BE HELD AT THE FIELD ON SUNDAY, APRIL
3RD.COMMENCING AROUND 9.00A.M.
FLING COMPETITION AND BBQ BREAKFAST TO
FOLLOW.***

ATTENDANCE IS HIGHLY RECOMMENDED

DISCUSSION WILL INCLUDE:

PROGRESS ON OUR NEW FIELD

CLUB FINANCES ETC.

ANYTHING THAT YOU MAY WISH TO RAISE.

***REMEMBER, THIS IS THE BEST WAY TO HAVE YOUR SAY,
AND BE HEARD.***



News in Brief

The milder conditions in early March have allowed more comfortable flying for members. February temperatures saw most flying curtailed by 11.30am.

Not all of the time is spent flying. James and John were seen checking out drones in a magazine. Perhaps the hovering bug has bitten them.



Neil Clifford with his own built drone.

Drones are making more regular appearances at the field. This one was constructed by Neil Clifford. It has taken a bit of getting used to, but Neil now enjoys good, agile flights with his creation.

Neil keeps the drone in a rock steady pose for the camera.



From James Spencer....

I purchased a second hand Trendy electric glider at the last LMFC bring and buy sale. The Trendy is a Chinese copy of a European glider, but poorly thought out and not well made by the Chinese. Reading r/c groups I found many critics. I decide to sheave the short nosed fibre glass fuselage with two layers of 1.5 balsa strips and lengthen the fuselage by fifteen (15) centimetres.

This extra length removed the need for 340 grams of lead, originally put in the nose to get the CG in the correct position. I also put in a carbon spar into the wing, because it was a weak design. Greg spent time putting in a lot of electronic mixes.



It flew well until I tip stalled on a landing approach and severely nosed in. (not as easy to fly as the Radian). This of course smashed all my painstaking work.

The Trendy is now ready for re-trimming after another rebuild and strengthening.

Oh, the joys of model aircraft.

Greg Spencer launching the modified Trendy.

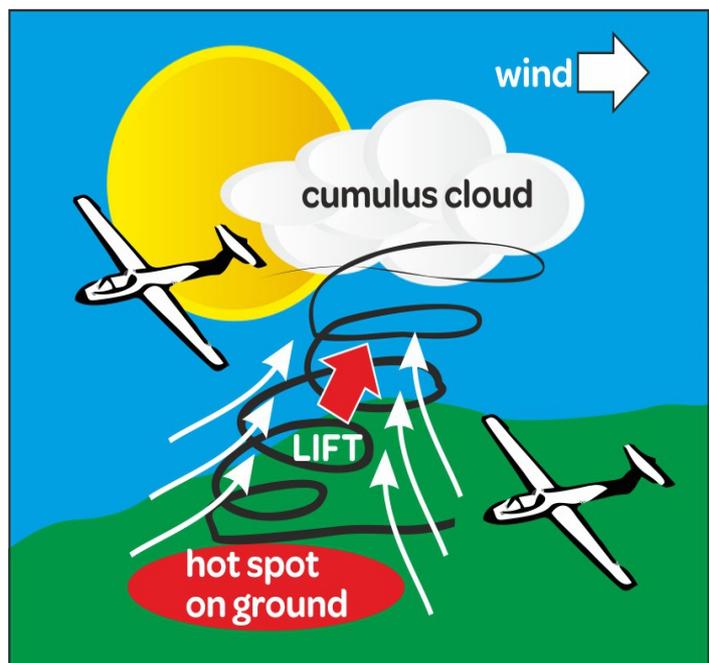


A much nicer to fly model after the modifications.



Enjoying a relaxing Saturday, Julio Santander and his Viking Bi plane.
280 outrunner and 400 Mah. 3s battery.

The weather and the conditions at the field have been on and off lately as Summer ends and Autumn begins, officially at least. A few of us were enjoying a bit of gliding recently when we encountered an exceptional lift area. Experienced gliders will probably have come across this before, but for those of us who don't fly gliders often, it was a real eye opener. I had heard the expression "being sucked up into a cloud" before, but I had never seen it happen. Two of us, with small electric gliders, found some lift at the Skyline road end of the field just as a new cumulus cloud was forming.



As we flew below the cloud, a column of rising air literally blew the models upward at an unbelievable rate. A bit of elevator and rudder had little effect and in very quick time, the models were almost out of sight. As we finally spiralled out of the rising air, one of the gliders encountered a high wind layer that accelerated the plane toward town at a rapid rate. Despite several minutes of tacking against the wind, and with no more battery available, the errant Radian came down short of the field and onto concrete, causing considerable damage to the model. A lesson learned on just how powerful a thermal can be, and the wisdom of keeping your model flying up wind.

Upcoming SAM1788 Oldtimer Events for 2016

March 5–13 1/2A Texaco Postal Event Various Contact Grant Manwaring

02 6241132

March 24–28 SAM1788 Championships Canowindra Contact Grant Manwaring 0262411320

May 14–15 Wyong Old Timer Weekend Wyong Contact Bob Marshall

02 43632818

June 4–5 Vintagents Old Timer Meeting Grattton Field, QLD

Colin Parkes preparing his diminutive Minimoa E glider. A nice semi scale version of the famous full size European aircraft. As Colin says, “It seems sacrilegious to put a motor up front on a Minimoa.”



This day in history. April 1st.

Around 1775, at about the same time that George Caley was becoming interested in flight, a young English scientist, Dr. Reid Alderbooks, had already flown his early glider designs with much success.

By the summer of 1774, this brilliant experimenter and his two lovely Swedish assistants, Miss Polly Hedral and her sister Di, had made many launches of their balsa models, with varied but encouraging progress.

Dr Alderbooks carefully tuned and named each part of his creations as he went, while his capable assistants built the “gull” type wings for their models. The system of making the craft rise and fall had been overcome when he fitted a movable platform to the rear of the model and caused elevation to occur. He had cured the annoying directional control dilemma by attaching a flat, vertically-hinged piece to the tail. This gave him control of the “Ruddy steering problem”, as he had called the trouble, leading to the title of Ruddy, for the newly designed part, although the pronunciation “rudder” by the comely Polly, seems to have stuck.



Prof. Alderbooks and Polly retrieving another broken model from the tree.

(18 th. Century lithograph)

But try as they might, many of their flights ended with the model slamming into the only tree in their vast test area. The doctor repaired and strengthened the front of his wing structure to reduce the damage that these encounters caused. He likened the sight of his models tangling with the tree branches as “Like two wooden pugilists sparring.” The strengthened wing sections that he built being called the sparring helper or Spar.

Unfortunately this is where Dr Alderbooks veered away from aviation and into obscurity. He devoted his remaining years, and fortune, in trying to prove his theory that, as most of his flights had ended in the lonely tree’s branches, there was in fact was some form of magnetic attraction between cut balsa and green timber.

His assistants, Polly and Di, became critical of his wood magnet obsession and moved to London where Polly met and later married an aspiring song writer, Mr. Ren Dishon, and later ran for a vacant seat in the government. She won the seat, making her Britain’s first Polly Dishon. Her sister Di married Hynt Alect, a bi-lingual Icelandic academic, and published Swede/English/Icelandic translation books under her married name, Di Alect

Memories. Ten years back. March 2006

The electric fly-in, held mid month, was a well-attended day with about 20 or so pilots, some great models and good flying. Weather was as good as could be asked for with lower, more autumn like temperatures than the previous week and a gentle breeze. The flying was mostly for fun with a couple of the boys putting in some postal rounds in the various competitions. The models were a pretty good mix of scale, sports and glider with a few old timers and some foamies thrown in. Several out of town visitors came along, as did a couple of interested spectators. Peter Pine and Peter Boyd are well known visitors and a couple of members from the PRAMS club also flew on the day. Peter Pine flew in the 7-cell glider and was ably assisted by local Colin Parkes who did the timing duties for Peter. Several of the locals including Stan Leach and Ron See did timed flights and performed well.

Colin Parkes and Peter Pine after another successful flight. Colin timed for Peter in the 7 7-cell glider event

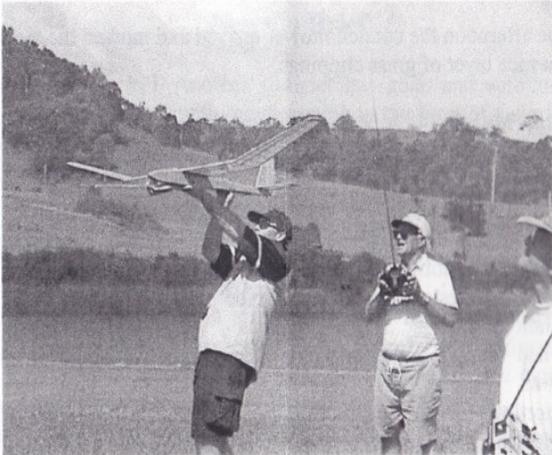


Shared heritage. Two Playboy cabin models, LiPo battery and brushless outrunner

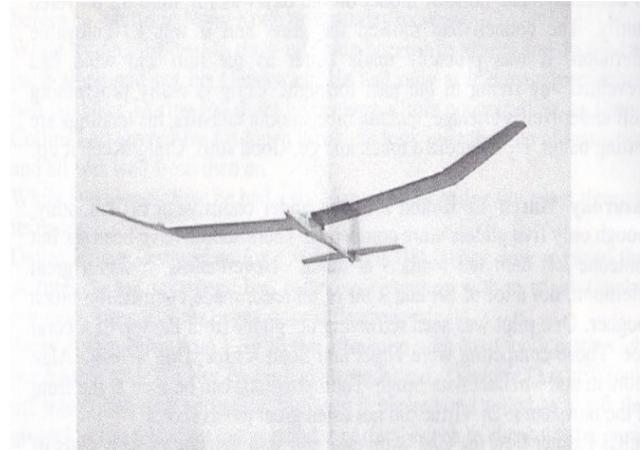


More memories. (For us that can recall that far back)

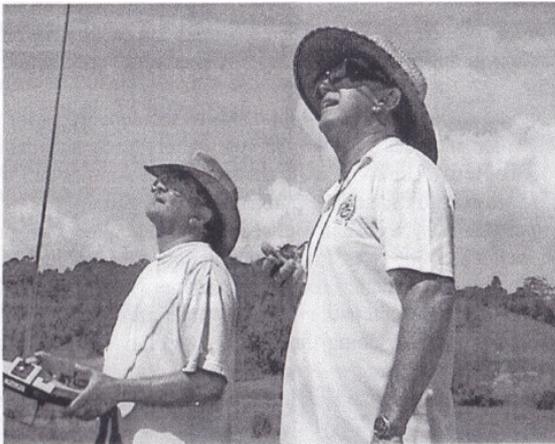
15 years back. March 2001



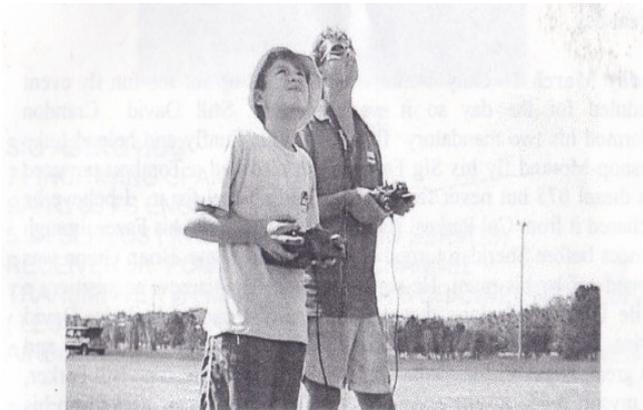
Don's Easy Answer glider being launched by a willing helper. This glider began its life as a kit won by Don in a previous club glider competition.



An Albatross in its element. This one owned and flown by Alan Riordan. The Albatross is a 2.5m Aeroflyte kit. A real floater.



Nigel Virtue, timer for Michael Atta-Singh flying in Round 2 of the glider comp. Looks like all's well with the world.



Timothy with instructor, Gary Watson. The buddy box works very well with our Condor club trainer.

(From John Morgan) To those who might be interested in planes etc.

If you like aeroplanes, here is a super site with great photos of Air Museums. It's amazing to see so many museums with so much stuff still preserved. One could spend hours checking out all these sites. Just click on any museum of interest, and see what's inside that museum.

<http://www.vgbimages.com/AirMuseums>

Worth thinking about.

Sunglasses

To protect eyes from ultraviolet (UV) radiation, Cancer Council recommends sunglasses that are:



- close-fitting
- wrap-around and cover as much of the eye area as possible
- meet Australian Standard AS1067:2003 for sunglasses (lens categories 2, 3 or 4)
- marked eye protection factor (EPF) 9 or 10, or labeled UV 400.

SunSmart recommends protecting the eyes from UV at all times when outdoors during daylight hours, not just during the daily sun protection times.



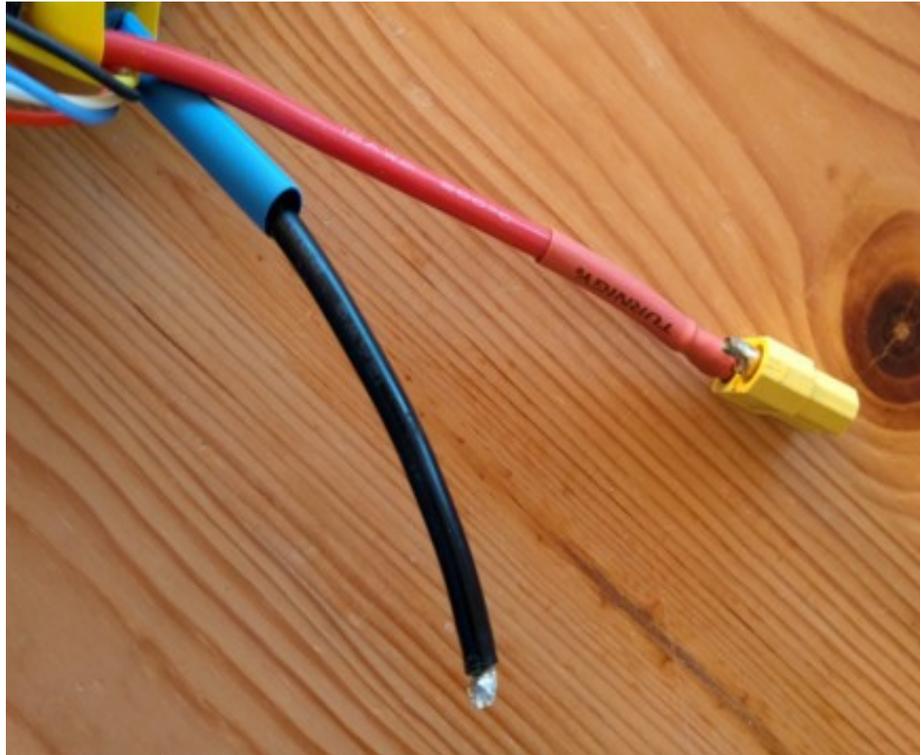
Lucky Escape. (From John Morgan).....

Today my pretty clipped wing Cub had a lucky escape...

All was great at the field, Saturday group, happy low wind day, low thermal too!

After flying, I took batteries home and proceeded to charge for the next day...

The charger spat the dummy on the pictured battery, a Zippy compact 3700x4, 2013 vintage. The cause, as the picture shows, what we generally call a 'dry solder joint' that decided to simply fall apart, fortunately at home and not at height.



A beautiful shot of John's Cub on approach.

(Jim Romer pic.)

Fresh from the building board is Jamie Z's latest. The Cub is 1/3 scale and flies as good as it looks. Big models are certainly gaining in popularity, and why not? It's easier to add the scale detail and the big models generally have a certain ease of flying.



A happy Jamie Z with his Balsa USA 1/3 scale Cub.

Another new model that's not too far off it's maiden is Phil Crandon's new 1/5 scale Junkers JU 87 Stuka.

The Junkers Ju 87 or Stuka was a German dive bomber and ground-attack aircraft designed by Hermann Pohlmann and first flew in 1935. The Ju 87 made its combat debut in 1937 with the Luftwaffe's Condor Legion during the Spanish Civil War.

This one will be a little less threatening, but will probably have just as big an impact on its opposition at future scale competitions.

Well on its way to seeing service, Phil's Stuka in the workshop.



How interesting is a new Jety radio? Well, even this sparrow ventured a bit closer than usual, just to take a look. Or was it Phil's bright yellow shirt that attracted our feathered friend?



As usual, a huge thanks to all of the newsletter contributors. Please keep photos and items coming. If you would like to see any changes or additions to the newsletter, just let me know and I'll try my best to accommodate.

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