

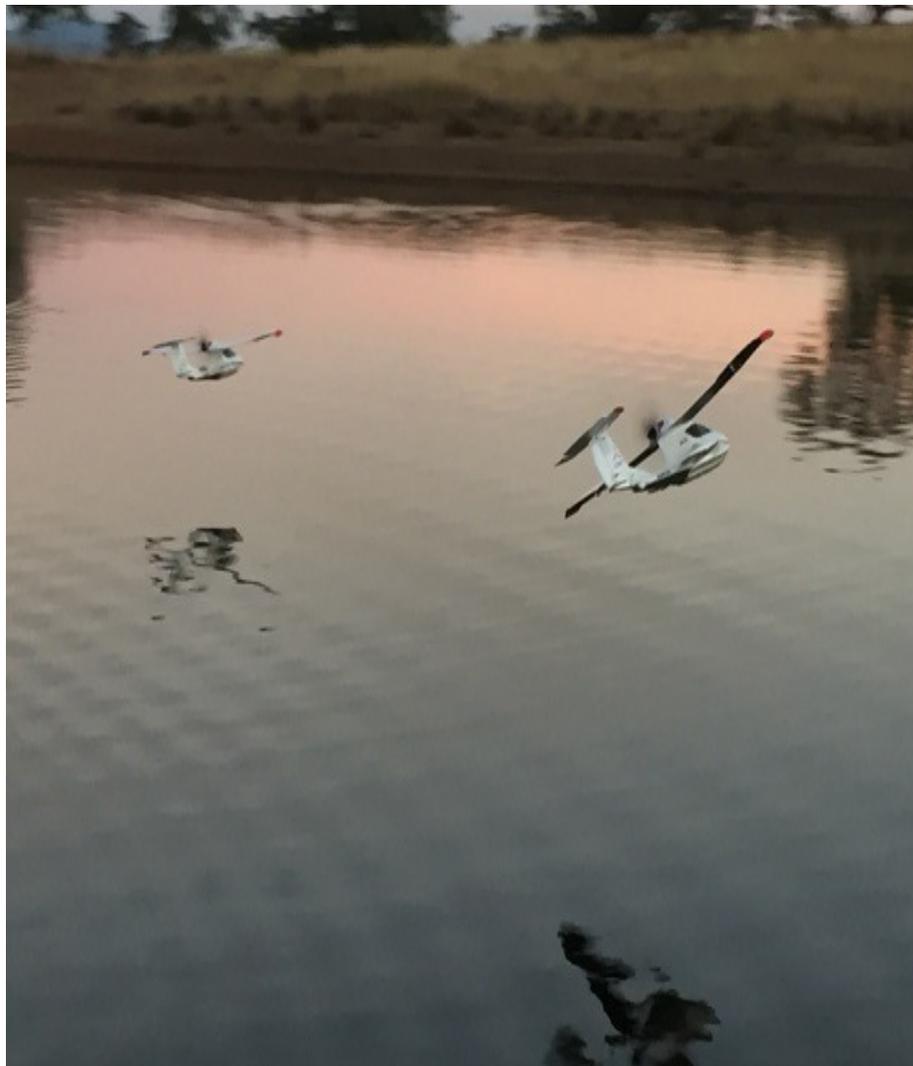
**LISMORE
FLYING**



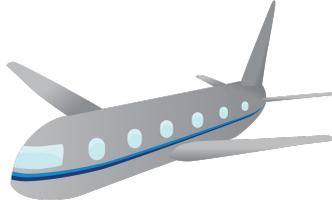
**MODEL
CLUB**

NEWSLETTER

April 2016.



*An idyllic water sports scene.
Not a local photo this month, but one in which we would all enjoy participating.*

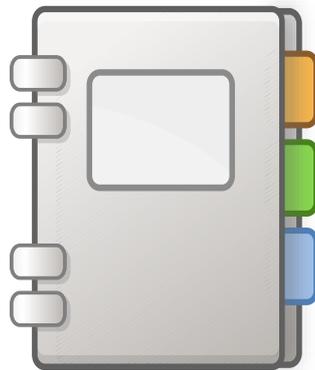


**FLY ON IN TO
OUR NEXT MONTHLY MEETING
TO BE HELD AT THE FIELD ON SUNDAY,
May 1st.COMMENCING AT 9.00A.M.
E-GLIDER COMPETITION AND
BBQ BREAKFAST TO FOLLOW.**

ATTENDANCE IS HIGHLY RECOMMENDED

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

Mark it in your diary



News in Brief

The newsletter is a bit brief this month as I've been away and missed a lot of the flying. When at the field though, what can be seen are a lot of members now flying electric. At a recent mid-week session in fact, with 14 planes flying and waiting in the pit area, only one was glow powered.

The great thing is, of course, with LMFC members, it doesn't matter what you fly, you are always welcome.

Further on in the newsletter is the notice for an upcoming all electric event at Coff's Harbour Club, in memory of Warwick Paynter. Warwick, well known to many LMFC members, was one of the gentlemen of our hobby.

Many of our members travel off to events and competitions at various locations and for different R/C disciplines, and the great thing all of them talk about is the friendliness of other flyers. This one at Coff's isn't a competition, just a friendly fly in, but these get together are a great opportunity to attend other clubs and flying sites, chat with like minded people and compare models and techniques. No matter how much flying you have done, first model or fiftieth, you'll have a welcome and rewarding, fun filled weekend.



Bill Parker with his attractive Bandito biplane.

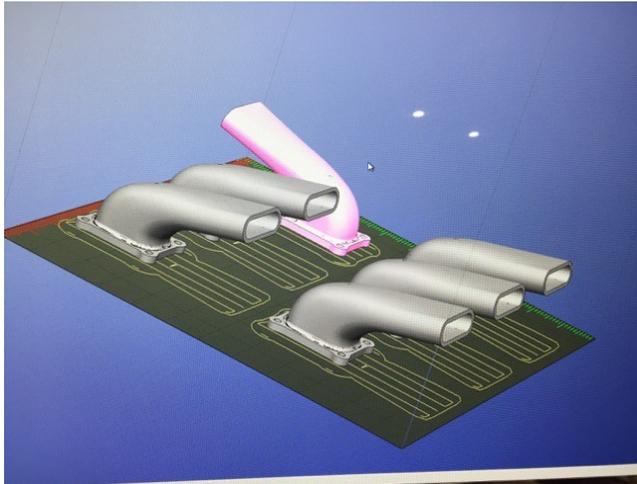
Bill put this one together years back and has recently converted the model from glow to electric.





Phil Crandon has attained a high level of skill in building his scale replicas and the latest model on the building board is no exception. The attention paid to detail always helps with the realism of the finished product. As for realism, when you cast an eye over these exhaust stacks for his Stuka, the only thing missing is the smoke.

The exhausts start out as a computer rendition to be transferred to the 3D printer.



Below: The pipe and flange as it comes off the printer.



A nice set of Stuka exhausts, after sanding and preparation, a little surface corrosion and colour. I'm sure I can smell the sooty fumes.



Dry fitted before painting.



Although a small part of the aircraft, the detailed exhausts will add an enormous amount to the overall look of the finished model. Well done Phil.

Model is 1:5 scale, giving a span of 100" and hopefully will weigh in at 30 - 35 lbs. Power will be an 85CC petrol 4S.

A bit of useless information.

Electric flight goes back surprisingly far. In the 1880s a couple of French army officers named Renard and Krebs gave a hydrogen-filled dirigible, La France, huge batteries and an 8-horsepower electric motor that enabled it to do what no balloon had done before: return to its launch site at the end of a flight.

After that early triumph, however, all went quiet on the man-carrying electric-aircraft front and remained so for about 90 years. The current renaissance began with Robert Boucher, who pioneered the use of electric motors for model aeroplanes and in 1969 founded the AstroFlight Company.

Boucher's company, AstroFlight, whose principal business today is miniature motors and related gear for RC modellers, supplied the five-horsepower motor for Paul McCready's (of Gossamer Albatross fame) Solar Challenger in 1980. Solar Challenger had no batteries; it collected sufficient energy from sunlight—4,400 watts—to take off, climb to 14,000 feet, and cruise at 40 mph. In 1979 it made a five-hour, 170-mile flight across the English Channel, consuming no fuel whatever. Today it resides, deservedly, in the Smithsonian.



From James Spencer;



This is the largest flying wing I have seen or owned.

Why I sold it instead of adding an electric motor is beyond me, a moment of madness.

It flew very well in any wind over 8 knots and with its effective airbrakes , could have been landed at LMFC .

3.5 metre wing span. fibreglass and foam wing and fuselage, carbon fibre reinforcement to fuselage and wing.

Named “CORTINA” , it looked great in the air.



Rod Mison built this very nice Bird Dog, electric powered and a delightful flyer.



Paul Tracy with another of Rod's builds, this time the Seniorita. This well behaved trainer has given Paul many wonderful hours of flying pleasure.

From Phil Crandon;

Here is a selection of photos from a recent trip south that brother David and I did.

Once a year we meet up with some keen scale modellers from all over NSW to fly on a private property. This is the fifth year in a row we have done it and as you can see the models are awesome and the location, near Scone, is outstanding. Three days of non stop modelling fun.

Phil



WW1 Albatros.



Boeing B17 Bomber.

Gloucester Biplane.



P51 Mustang.





One of Sopwith's finest.



DeHavilland Tiger Moth.



Now, where did I put that screwdriver?



A happy group of modellers.



As usual a very big thank you to our members who have sent articles and photos for inclusion in the newsletter., particularly Phil C. Bill P. and James S. If you can contribute pics or articles, please don't hesitate to send them. You might be surprised at just what other members will find interesting.



The inaugural Warwick Paynter memorial

All, electric only, fly-in

Hosted by

Bananacoast Radio Control Flyers Inc.

Friday 10th – Saturday 11th – Sunday 12th June 2016

If its battery powered, and flies, bring it along!

Program

8.00am – Gates open for pilot registration and setting up.

8.30am Pilots brief.

9.00am Skies open to all aircraft.

1.00pm Sunday judging to take place and presentation to follow.

3.00pm Official activities end each day.

Classes for models present, all judging by registered pilots only

Best Military Best Civilian Best Aerobatic Best Trainer Best Glider

Best EDF Jet Best Electric Helicopter / Drone

The fine print

There is a \$15 one off registration fee for all pilots regardless of how many models you bring.

All pilots must register, and show their valid MAAA membership card before flying.

240 volt charging facilities available for pilots at the field.

Bring along items for the Swap and Sell.

Catering

Food, snacks, cold drinks and tea and coffee will be available all weekend.

Camping and powered site available (@\$10 per person).

You will need to bring your own chair and other comforts toilets at field.

Location

BRCF field 16km North of Coffs Harbour, on the eastern side of the highway.

At the Coffs Clay Target Club Facility.

If coming from the South, Turn off at the Emerald Beach Interchange

If coming from the North take Interchange to Solitary Island Way (Old highway).

Contact Martin Cochrane 0266582364 Mobil 0423691150

<https://www.google.com.au/maps/place/Emerald+Beach+NSW+2450/@-30.167254,153.1772818,18z/data=!4m2!3m1!1s0x6b9c0bdabd764363:0x40609b490439580?hl=en>



(Parker Pic)

**How good
can it get
for the mid
week
flyers?**

**Beautiful
conditions,
perfect
field and
great
company.**



“Remember, never fly too close to yourself”

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