

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

May 2016.



Phil Crandon's Harvard.

**The photo doesn't do justice to this aircraft.
A beautifully detailed, and well presented model.**



**IT'S TIME AGAIN FOR THE L.M.F.C.
GENERAL MONTHLY MEETING,
TO BE HELD AT THE FIELD ON SUNDAY,
JUNE 5TH
COMMENCING AT 9.00A.M.**

MANY IMPORTANT ISSUES TO BE COVERED

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

MAKE NOTE OF THE DATE!



News in Brief

During the year the L.M.F.C. has to meet certain regular outgoing expenses, such as the cost of mower fuel and maintenance, council lease fees, as well as water charges etc.

On top of this, there are the occasional extra costs that may be incurred through one off items such as lock replacement, vandalism repair and so on. Our income is derived mainly through membership fees and some very small profits from sausage sizzles and drink sales, although the latter is usually rolled back in to give members a few BBQs throughout the year.

The Glide-A-Fair starts at Pearce's Creek.

In the past, holding various fly-ins and club days has raised some income but these events have been held less often lately. Of course any event that the L.M.F.C. hosts can add a much needed boost and relieve some of the pressure on our resources. With an imminent move to our new field just around the corner, sufficient funds are going to be critical in making the transition from our current field as smooth as possible.



With this in mind, in the next few months the annual Glide-a-fair is scheduled for a return, following a short hiatus. This popular and fun weekend has, in the past, added considerably to, not only our financial situation but also the prestige of our club. Held at Pearce's Creek during autumn, the event is usually well patronised by many regional and local glider pilots and presents a great opportunity for the L.M.F.C. to obtain a significant cash injection.

Also ahead are several outside events that will assist the club in getting our sport a higher public profile and attracting much needed new members. One such event will be a static display at the Northern Rivers Aero club at Lismore aerodrome, mid June, and another on Sunday the 29th May in Casino.

[\(See details later in newsletter\)](#)

It is imperative that members put up their hand on these occasions and help out where ever and when ever possible. It takes only few hours help from just a couple of people and, not only will these events be successful, so will our club. A successful club means a more secure future for all of us to enjoy our sport.

Let's get participation rates and membership moving upward.

One of those upcoming events is the aircraft display at the Northern Rivers Aero club on the 18-19th of June, where LMFC members have been asked to display some of their models. We did this last year and there was quite a lot of interest from the public in our display. With the potential to attract some new members, this is great opportunity to introduce people to our hobby and it is, I think, well worth our participation.

SAT 18 & 19 SUN
JUNE

Aviation Unlimited

IT'S A BIG DAY OUT!
SUPPORTING **MATES 4 MATES**

MAIN EVENTS ON SATURDAY!
GOLD COIN DONATION ON ENTRY
WARBIRD ADVENTURE & AEROBATIC FLIGHTS!
HELICOPTER & GYROCOPTER FLIGHTS!
LIGHT AIRCRAFT FLIGHTS!

\$70 AIRCRAFT TRY & FLY
HAVE A GO AT FLYING!

PAUL BENNETT AEROBATIC DISPLAY!
WARBIRDS DEFENCE FORCE CAREERS DRONES MODEL AIRCRAFT
AIRCRAFT & VINTAGE CAR DISPLAYS WESTPAC RESCUE DISPLAY
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MORE INFO AT WWW.LISMOREAVIATIONCENTRE.COM.AU

WWW.LISMOREAVIATIONCENTRE.COM.AU/AVIATIONUNLIMITED  /AVUNLIMITEDEXPO

Don't forget. May 29th. Next Sunday

Casino Beef Week

Static Display

The time is nigh, hopefully by now your preparations for the above display are well under way. Please don't be tempted to fly your models and break them.

Of course you can, just be careful. We truly value the efforts you are going to, to represent our Club on this auspicious occasion.

As you can see from the cut-out from the local paper, we will be putting on a massive display. So let's give it to them and honour the expectations.

If you have any queries give Jim Romer a call and hopefully he will be able to answer them for you.

See you there!

Contact Jim 66625938.



Let's fly high

HAVE you always wanted to take a joy flight, but haven't had the cash required to book a private charter? If your answer is yes, then here's your opportunity.

The skies of Casino will come alive next weekend at Beef Week's famed Fly In. There'll be adventure flights, joyflights and Warbirds all flying high, thanks to Rotorwings, Classic Aero Adventure flights and Aussie Air.

Rotorwings will be offering joy flights with their helicopter, Classic Aero Adventure flights will have their Winjeel out and Aussie Air will provide their Cessna for scenic flights, but that's not all, there'll be loads more to look forward to.

This fun-filled family aviation day will have something for everyone and caters for all budgets. There is no entry fee to the Fly In, so why not head down to the Casino Aerodrome on East Street, have a look at the aircraft on the ground and check out the massive display of models put on by the Lismore Model Flying Club.

The Fly In Muster will be held on Sunday, May 29, from 9am to 4pm and in the theme of Beef Week.

The popular roast beef and gravy sandwiches will once again be supplied by Casino Aero Club's dedicated and enthusiastic members, as well as freshly made cakes and tea/coffee.



One of the more recognisable, and classic aircraft ever built by Waco (pronounced wah co) is the YMF biplane, here replicated by Peter Pine.



Peter's version is a bit smaller than the original at 60" span, and electric powered. One of the many features of this model is the removable nose section as one unit, including the cowl, motor and speed controller, to obtain a clear access to the battery pack.



The ESC makes contact via a 5-pin plug when the nose is fitted, and the nose is held in place with two 4mm steel pins that screw in from the bottom, and go through the stubs of the original engine bearers.



Built by Peter from a Dave Platt kit, the model took second place at the National Electric Flight Rally in Canberra recently. Peter will be adding a little more scale detail in the near future.



Looking down on the cockpit of Phil C.'s Harvard.

Note the aging and weathered finish that helps make this a top class scale model.

My C G BALANCER

Bill Parker

This C G balancer is only for high wing and biplanes, if the lower wing is not a permanent fixture, remove it and place on the top wing slightly back above where it would be if attached in flying position. You can spread the balancers just out side the lower wing tips

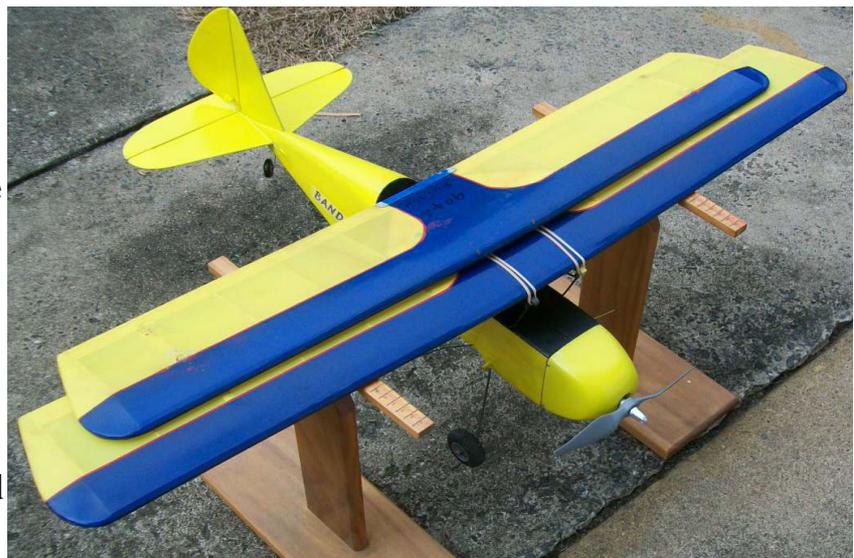


but that puts a lot of strain on the top wing tips.

The horizontal balance bars are marked from the balance centre in centimetre increments and are hinged at the exact halfway point.

With the Bandito I have followed the plan for the balance point, which is between 8 and 6 centimetres back from the leading edge.

The tail wheel on Bandito is about 1941 vintage and it is made of celluloid and light as a feather, it belonged to my older brother Maurice who died at the age of 14 from Meningitis. I was aged 10.





SAM1788 Oldtimer Events for June

**June 4–5 South Eastern Queensland Old Timer Meeting Grattton Field, QLD
Various MAAA events.**

**June 11–12 New England Gas Champs Tamworth
Grant Manwaring 02 6241 1320
Burford, Duration, Scramble, 1/2A Texaco, Texaco**

**Information: Basil Healey 02 6651 6563, Neil Jewel 02 6760 6275
or Garry Whitten 0428 620 358**



An interesting sight on the last Friday in April, was the Westpac rescue Heli coming into the Wyrallah Rd. school on a publicity run. For safety sake, because of the direction of approach, flying at the field was curtailed for a while, although there were only a couple of flyers present.



Parker pic.



John Morgan's latest.

Specs...

**Hangar9 Taylorcraft
Clipped wing.**

**Original aircraft was
custom restored and
rebuilt for air show
performances.**

**Wing span 2 metres aka
80"**

**Weight 6.988kg with
extra lead in nose for
first few test flights.**



**A very happy John, following a
successful, trouble free maiden.**

Motor is an OS GT22 petrol with 16 x 8" prop, 17 X 8 later with normal ongoing fuel 30:1 and 95 Ron petrol. Initially running rich on 25:1 Whipper sniper fuel. Comments ...' It's like a Cub' ... MrTaylor originally designed the J2 Cub, This was duly sold to Mr Piper... The rest is history...



E Glider competition

The E Glider competition has been one of the more successful events to be run at the club field lately, and still retains its popularity. Flown monthly, and alternating with the Fling competition, it exhibits all of the same ruthless, win at all cost attitude as the Fling gliders, except for the laughing and joking, honesty based scoring and general good humour that pervade both competitions.

Actually, the most competitive part of the competition is to see who can get back to the BBQ first, and even that is done at a saunter.

Scores for this month weren't available as this report was written but scores don't seem to matter to the competitors, who fly this event simply for the fun and comradery. Well done to all, and a big thanks to Sue Romer for her continued assistance.



Is that concentration on Jim's face, or amusement?



Ready for another launch.



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>



Fling Results for May 15th

Another glorious day at the field and a happy group of glider guiders continued the monthly Fling competition. Some very good rounds flown with Scott just edging out Jim for the top slot on the day. Great to see members enjoying the pleasant conditions in friendly rivalry.

| Contestant | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Total |
|------------|------|-----|------|------|------|------|------|------|------|------|-------|
| Scott | 1000 | 673 | 778 | 1000 | 983 | 1000 | 1000 | 1000 | 954 | 362 | 8750 |
| Rusty | 685 | 488 | 1000 | 808 | 469 | 216 | 908 | 812 | 864 | 807 | 7057 |
| Jim | 994 | 506 | 528 | 962 | 426 | 585 | 960 | 954 | 1000 | 261 | 7176 |
| Nigel | 831 | 819 | 959 | 343 | 871 | 406 | 334 | 675 | 234 | 991 | 6464 |
| John R | 429 | 339 | 491 | 189 | 97 | 254 | 262 | 650 | 376 | 393 | 4050 |
| Greg | 507 | 497 | 411 | 453 | 289 | 462 | 980 | 944 | 968 | 1000 | 6512 |
| David | 257 | 447 | 518 | 442 | 294 | 596 | 337 | 442 | 176 | 914 | 4425 |
| Graham | 580 | 100 | 582 | 855 | 1000 | 439 | 409 | 868 | 431 | 920 | 7084 |

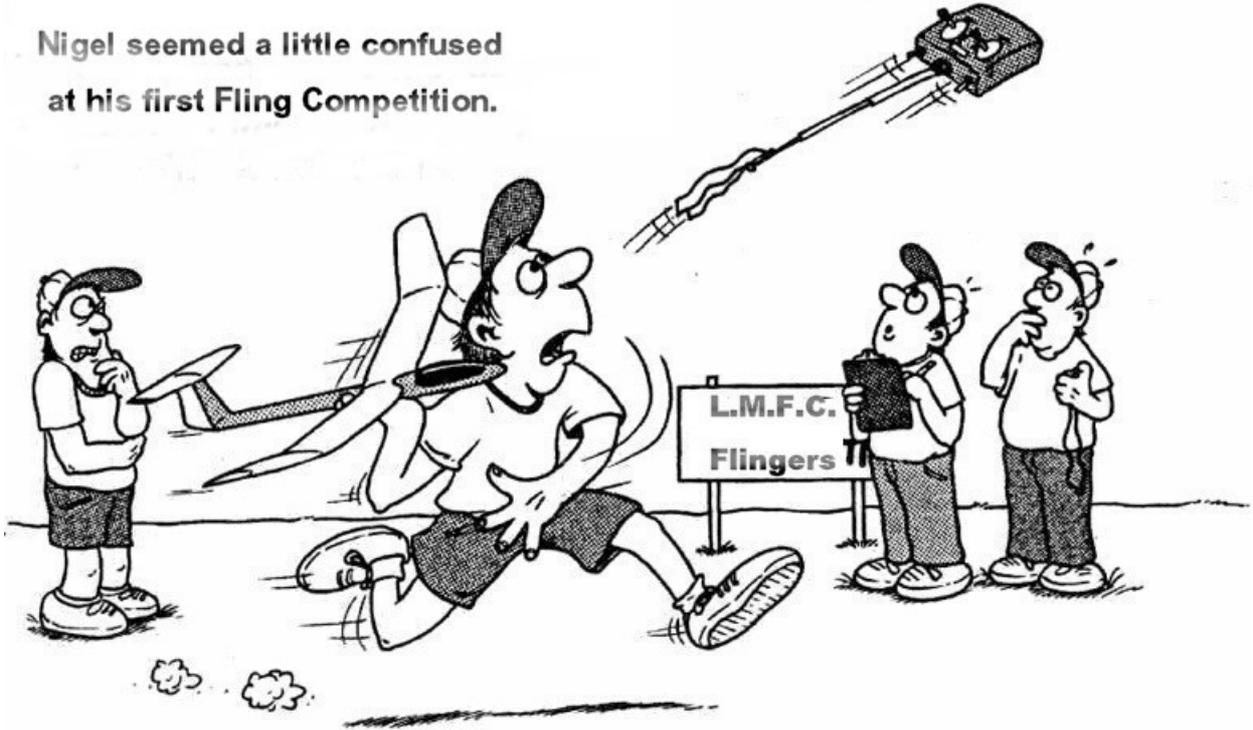




Zen, and the pursuit of Virtue.



Nigel seemed a little confused
at his first Fling Competition.



*Why not have a go and get your wings?
Just ask one of the club's instructors. The test will take just a few minutes.*

FIXED WING POWERED – BRONZE WINGS

This Test is to be assessed by an MAAA Fixed Wing (Power) Instructor.

The requirements specified have been determined by the MAAA and are not to be varied.

Bronze Wings (Power) are awarded when a member demonstrates, in the course of one session, that he/she has the

skills to perform the manoeuvres listed in the tasks below, in a competent manner and to the required standard.

This is to certify that AUS

of P/Code

Club **Note address on back of form if wings to be sent to Club**

has demonstrated the degree of proficiency in radio controlled flying of model aircraft to be awarded the MAAA Bronze

Wings (Power).

.....
Signature MAAA Instructor's Name (BLOCK LETTERS) AUS No. Date

At the successful completion of the test this form shall be completed by the Instructor and sent to the **State Association.**

Note:

Wings will be sent to Pilot unless Club address is noted on back of this sheet.

1. DEXTERITY

The pilot must be able to locate all the transmitter controls quickly without fumbling.

2. THEORY

The pilot must be able to name all major components of the aircraft and define functions, including effect of controls, and have a thorough knowledge of safety rules and regulations.

3. AIRFRAME & PRE-FLIGHT CHECK

The pilot checks the engine mounting, plumbing (for IC engines), centre of gravity location, security of batteries under-carriage and signs of structural or covering problems that could affect flight eg. Presence of warps which could affect trim. The pilot also performs a safe start up sequence (including arming electric motors if appropriate), checks that controls are neutral and control throws correct, and checks throttle setting, state of battery and performs a range check.

4. TAKE OFF

The pilot demonstrates gradual application of power while keeping the aircraft straight, and using a little elevator to lift off, makes a gentle climb out with wings level until safe altitude is reached.

5. TRIMMING

Pilot shows ability to trim the aircraft in flight. Displacement and re-trimming both the primary roll control and elevator should be demonstrated.

6. PROCEDURE TURNS – One in each direction

The pilot's ability to perform the following steps in the procedure turn will be assessed.

- a. Level flight segments should be straight and level.
- b. Aircraft should pass directly over the landing area.
- c. Turns should be at a constant altitude.
- d. Turns should be completed in order that upwind and downwind tracks are superimposed.

7. FIGURE EIGHT

Pilot to demonstrate either an Inward or Outward Figure Eight, as shown in the diagram in the MAAA Pilot Log Book. This is a flat eight circuit without loss of height and with the change of turn directions directly in front of the pilot.

8. LANDING CIRCUITS

Pilot to demonstrate in both directions, as shown in the diagram in the MAAA Pilot Log Book, with all turns of 90 degrees. With high performance aircraft, the power needs to be reduced much sooner than at the turn onto base leg. The upwind and downwind legs are parallel to the landing strip. The first three legs are maintained at a constant height and a gradual approach angle is started at the beginning of the base leg.

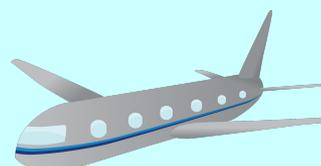
9. APPROACH & LANDING

Pilot demonstrates an engine assisted landing, using a suitable power setting that allows the model to descend, controlling nose attitude with elevators (airspeed), and using the throttle to stabilise the rate of descent. The aircraft should be flown over the threshold at an altitude of about 1.5 metres, the throttle closed gradually, and the round-out or flare initiated. The "hold-off" period is then commenced where the aircraft is gradually allowed to sink and settle on the ground in a slightly nose high attitude.

10. SIMULATED DEAD STICK LANDING

At a safe and high position, the pilot will reduce the throttle to idle and perform a descending circuit to show his/her ability to safely glide the model without engine power to a position where a landing approach can be executed.

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