

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

September 2016.



**Perhaps the next generation of model flyers.
5 year old Tristan, John Morgan's great grandson,
about to launch his foam glider.
Wonder where the modelling interest came from.**



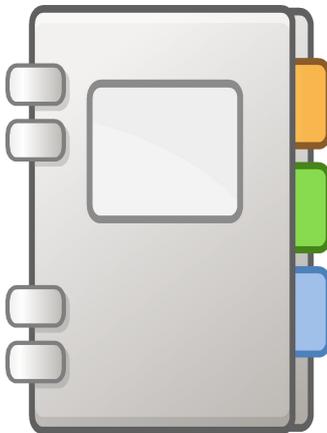
See you at our next monthly meeting,

TO BE HELD AT THE FIELD ON

SUNDAY, October 2nd.

The usual 9.00A.M. Start.

ENTER THE DATE IN YOUR DIARY!



News in brief.

Another month gone and another gliding competition success. It's hoped that any future events will be as successful as the Glide-A-Fair (September 24-25).

Thanks go to the organiser, Phil Crandon, and the LMFC members, among them Bill MacKenzie, Dave Millburn, James Spencer and Neil Clifford who put the effort in to make the weekend go so smoothly. As can be seen from the results later in the newsletter, the Lismore contingent performed well with Jamie Zambelli taking home the third place trophy.

Owing to some confusion on meeting dates, the proposed electric day slated for October 9th will not go ahead.





David Millburn's latest, the Miss America old timer. Powered by an Aerodrive sk3 5045-450kv, Esc. is 70amp red brick.and a 4s 3000mah battery. Prop is 15x6 (courtesy of John Morgan)

Thanks to Rod Mison for the excellent build.

Glide-a-Fair. (From Kevin Smeaton)

Thanks Phil and the Lismore Model Flying Club for the running of this event, and for the ordering of the weather. A very enjoyable weekend.

There were 15 starters, which quickly became 14 as Russell realised that the terrain was too heavy for him. Russell's health is not the best at the moment. Hope that you turn it around soon mate.

The weekend was relaxed and everything moved along well, but a fair bit slower than usual. We managed 10 rounds for the weekend. We also managed to have a number of mishaps.

On Saturday afternoon Jeff Green, while flying a long way back behind the ridge across the road, lost control of his model, which disappeared from sight. Jeff and Des spent some time searching but came back empty-handed. They said that there is an awful lot of trees and space behind that hill. Sorry for your loss Jeff. Hope your model is found and in good condition.

On Sunday morning Karl thought that he would revive an old skill with an added frill, so "Captain Splash", as clean as you like, landed in a tree in the middle of a very full creek. (We have lots of photos) After a session with a chainsaw in waist deep water, the tree was cut down and Karl's plane was caught by one of the catering team. A great rescue of an undamaged model with one burnt out servo. What next Karl?

Not to be outdone, David S launched his model without switching it on. Not much of a trick on its own, but David's plane went like a rocket back over his head, did a couple of erratic but fairly flat turns and then proceeded to disappear back behind the orchard that Evan likes to land in. David went off in search and was met at the property gate by the farmer with his model, which was perfect except for some very minor tailplane damage. Talk about getting out of jail.

Chin up Jeff, your model could be the third lucky outcome of the weekend. We are all wishing for you.

Very interesting weekend.

Congratulations to Ken, Evan and Jamie who finished 1, 2 and 3.

I have attached the blow-by-blow scores.

Kevin



Glide-A-Fair - Landing Results

[Lismore 24/09/2016]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10
					Lndg									
1	Bengston, Evan	935	100.00	935	75	96	95	99	95	92	93	98	97	95
2	Johnson, Scott	932	99.68	932	94	92	75	95	96	97	92	98	94	99
3	Long, Frank	912	97.54	912	94	91	94	96	90	85	97	90	90	85
4	Fox, Ken	843	90.16	843	85	70	96	92	90	40	90	90	92	96
5	Crandon, Phil	792	84.71	792	95	94	0	95	91	75	85	80	97	80
6	Knack, Karl	719	76.90	719	99	100	100	90	100	94	0	0	96	40
7	Jordan, Garry	694	74.22	694	0	100	94	99	80	0	91	99	96	35
8	Hardy, Graham	662	70.80	662	99	98	0	0	0	100	91	90	90	94
9	Virtue, Nigel	660	70.59	660	80	75	45	93	0	0	80	96	97	94
10	Zambelli, Jamie	568	60.75	568	0	60	80	80	0	0	93	75	90	90
11	Spain, David	502	53.69	502	80	90	96	90	55	0	91	0	0	0
12	McGuinness, Greg	414	44.28	414	60	99	90	80	85	0	0	0	0	0
13	Green, Jeff	368	39.36	368	97	45	91	50	85	0	0	0	0	0
14	Kingdom, Des	330	35.29	330	85	70	90	85	0	0	0	0	0	0

Glide-A-Fair - Overall Results

[Lismore 24/09/2016]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10
1	FOX, Ken	9832.1	100.00	9832.1	1000.0	970.7	1000.0	992.8	1000.0	1000.0	994.2	880.2	994.2	1000.0
2	BENGSTON, Evan	9518.5	96.81	9518.5	630.6	1000.0	998.6	1000.0	1000.0	998.6	1000.0	1000.0	1000.0	890.7
3	ZAMBELLI, Jamie	8849.3	90.00	8849.3	756.7	950.9	974.1	1000.0	274.0	932.7	997.1	975.3	968.5	1000.0
4	CRANDON, Phil	8438.2	85.82	8438.2	955.2	758.4	657.1	988.6	988.5	957.0	707.1	592.2	1000.0	834.1
5	JOHNSON, Scott	8398.5	85.42	8398.5	998.6	998.6	646.0	991.4	765.6	1000.0	806.6	805.8	385.9	1000.0
6	LONG, Frank	8120.3	82.59	8120.3	994.2	720.6	935.4	1000.0	671.9	486.7	870.2	995.6	919.5	526.2
7	HARDY, Graham	8110.2	82.49	8110.2	576.4	1000.0	728.8	616.3	602.9	988.5	1000.0	1000.0	647.5	949.8
8	KNACK, Karl	7920.1	80.55	7920.1	1000.0	997.1	1000.0	992.8	1000.0	1000.0	0.0	0.0	998.6	931.6
9	JORDAN, Garry	7234.5	73.58	7234.5	583.8	552.5	814.9	749.0	438.1	502.2	1000.0	1000.0	822.1	771.9
10	VIRTUE, Nigel	6477.6	65.88	6477.6	976.9	731.1	476.9	989.9	0.0	0.0	677.8	793.9	1000.0	831.1
11	SPAIN, David	6290.5	63.98	6290.5	488.5	535.9	1000.0	987.0	944.7	460.3	941.5	270.5	662.1	0.0
12	GREEN, Jeff	3471.7	35.31	3471.7	1000.0	518.3	670.5	416.3	866.6	0.0	0.0	0.0	0.0	0.0
13	KINGDOM, Des	3367.7	34.25	3367.7	577.2	734.5	722.5	811.2	522.3	0.0	0.0	0.0	0.0	0.0
14	MCGUINNESS, Greg	3272.1	33.28	3272.1	374.6	1000.0	516.5	842.9	538.1	0.0	0.0	0.0	0.0	0.0



Kevin Smeaton, the Glide-A-Fair's score keeper, announcer and all round good bloke.

Mosquito DZ 652

I think I may have related this story before but here we go again.

It comes to mind as I read an old "Classic Wings" that Graham Gilliver passed along some time back.

The magazine recounts the story of the late Frank Hatter who became interested in aviation around the end of the war. As a young family man running a successful business in Tullamore, in the central west of NSW, Frank Hatter decided to build himself an aircraft using surplus parts from the Australian Air Force and, in 1948 found a Mosquito bomber for sale at the Narromine base, close by, for the princely sum of 48 pounds. (Just under \$100 in today's money)

With the help from other family and a few friends, Frank arrived at Narromine and completed the purchase of the plane and was then faced with the first of a few problems. He was told that the plane was to be removed immediately on purchase. Frank had his small 5-ton flat tray truck and a few tools so, after the Air Force had removed any military hardware, such as propellers, bomb racks and aiming devices, the boys jacked up the rear of the aircraft and tied the tail wheel to the bed of the truck, using this as a swivel point. They proceeded in good spirit off toward home at about 1.30pm. The police and council had been very cooperative with the required permits and had advised that the bridges on the proposed route were all around 22 feet wide, and "just be off the road by sunset".

The next small hiccup arose when the strange looking set up came across an oncoming car, a less than often experience on the road from Narromine to Tullamore back in 1948. The wheelbase of the Mosquito was 19 feet, so the truck would pull over and stop to allow the cars to pass under the wings. All good until a semi trailer loaded with baled hay was encountered. The area is black soil country and, as it had been steadily raining for the past hour or so, the semi driver refused to put his wheels off the tar. Frank had to reverse the bomber about 100 metres into a rail siding to allow the semi to pass. After a short conference with the helpers it was decided to remove the wing tips just outboard of the engines, as the road, after Trangie, had trees very close to the table drains. The operation took a few hours using a saw, hammer and some basic spanners. With that delay it was almost sunset when the crew arrived at Trangie, only to find that the low level bridge was too narrow for the plane's undercarriage. The Cowell River had only about 18 inches of water and was near 20 feet wide, so the decision was made to ford the river in the morning. Daylight came and Frank decided to back up as far as possible, about 75 yards, and charge into the river with the hope that the weight of the bomber would push the truck through the river and up the sloping far side bank.

This all worked well and the party started out again toward home in the steady rain. Further along, as the rain increased, it was discovered that the next low bridge over the Bogan River was only 2 inches wider than the wheels and the river was rising, so Frank decided to leave the bomber in nearby Middleton's yard and come back the following weekend to complete the journey.

The next week saw the river still awash so a tree-pulling winch was tied to a bridge pylon and attached to the tail wheel and, after several exhausting

hours, the plane was high and dry on the homeward side of the Bogan. Some hours later the crew were settling the tail of the bomber onto a 44-gallon drum in the yard next to home in Tullamore. Time passed and raising children and running a business put the homebuilt on hold for a while. Many



visitors came and went, the kids loved the new playhouse and some mechanical parts were sold off.

A friend suggested that the engines should be run occasionally to keep them operative so the Allis Chalmers tractor was hooked up to a Lincoln welder to supply the required 32 volts for the starter. All fuel intakes were primed with Shellite and things made ready. A friend of Frank's, Laurie, climbed into the cockpit and read the instruction plaque on the instrument panel. Throttle full on, contact, then close to idle.

Contact and the engine roared to life, the Shellite ignited and the flames blew back toward the cockpit causing Laurie to believe that he was in danger of being cooked, so he jumped for his life, unfortunately leaving the ungoverned propeller-less engine at full throttle and screaming itself to death. The nine gallons of Shellite that had been coupled to the carby lasted only minutes 'till the Merlin spat a big end cap out of the side of the engine casing.

By 1954 Frank's daughter Evelyn was off to high school and the decision was made to sell the fuel depot and school bus run and move to a farm in Canowindra.

In 1974 the Hatter family sold the Canowindra farm and moved to a 3-bedroom home in Forbes, taking the remains of the bomber with them. Some time later an advertisement seeking Mosquito parts caught Franks eye, so the remains were taken by the new owner to a hangar at Bankstown aerodrome. Evelyn was married by now and Frank could finally take the time to get to work on his homebuilt, a Zenith low wing which he eventually completed, using a few small mechanical bits from the Mozzy.

I was fortunate to meet Frank Hatter when my wife, Cris, and I lived in Forbes and was able to help when his homebuilt Zenith had to be removed from where it was built under the family home, for transport to the aerodrome. This required widening an access under the house or, as Frank put it with his usual laconic understatement, "Knocking a couple of bricks aside". Frank Hatter was a great character and I still have regular contact with his granddaughter.

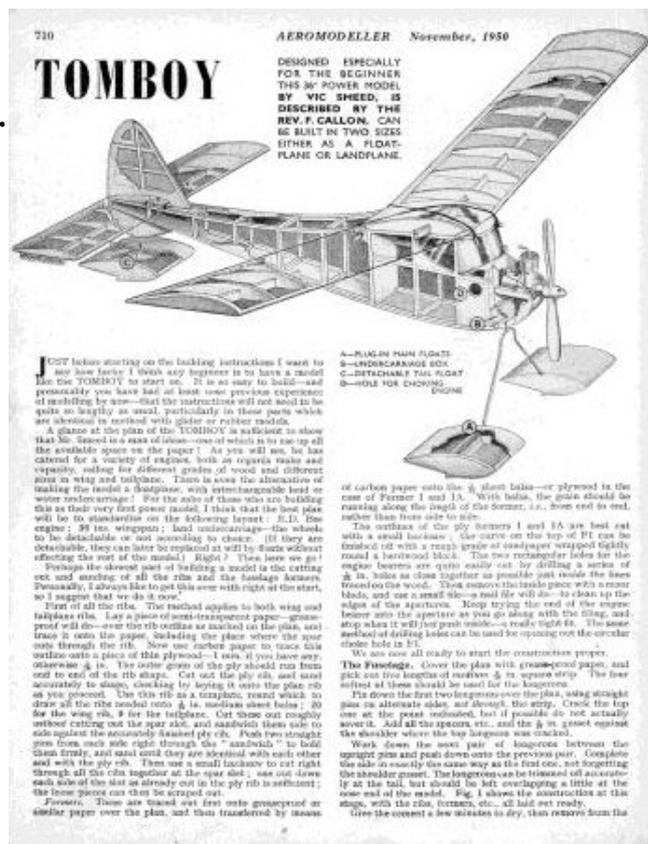


Victor Ernest Smeed

To old-school aeromodellers—those who actually built their own models—Vic Smeed is synonymous with the name *Tomboy*. This delightful little free-flight cabin model, which appeared in the *Aeromodeller*, November 1950, has subsequently been made by the hundreds, the world over. Many modellers will also remember his other always reliable free-flight sport designs like the *Madcap*, and *Pushy-Cat*. They may then be surprised to learn he also published an early control-line design, the radial cowl *Vi-rago*. Less surprisingly, Vic was an early pioneer of radio control, publishing a book on the topic for model boat builders. His flying R/C models were of the sport category with his "Chatterbox", a single channel model for escapement control, being a popular free plan in the December 1958 issue of the *Aeromodeller* (a larger version later appeared in *Radio Control Models and Electronics*). Impressive as this may be, it is only just the tip of the iceberg for Vic's designs and publications.

There was Vic Smeed, the author, editor, and compiler of an impressive list of books. In Vic's titles, we see the total breadth of his modelling interests. Many in the list were MAP publications, produced during his time with the company, but many more were published after he went free-lance. Always, their content reflected his continued interest and access to the material of his old company. For example, *Fifty Years of Aeromodeller*, compiled by Vic, and published in 1986 by Argus Books (successor to MAP), was a pure tribute to that magazine, probably contracted by the then Argus management; and who better to turn to for this task?

Abbreviated article from the Model Engine News website.





Paul Tracy displays his new electric, the Mariposa. Reminiscent of the Lazy Bee, with a wide, short wing and fuselage, the model was a bit of a handful at first but little trimming and C of G alteration had the plane floating around nicely.

Spotted by the Roving Eye



Trevor Mills getting his CONSCENDO ready for a flight or two on a perfect day.

A few of the mid-week flyer's cabin models. All electric, al homebuilt, all fun to fly.





Above is dad Scott Virtue with his huge Sukhoi, ready for some more 3D action while (below) young Jarell, happy on mum Kim's lap, watches every manoeuvre.





Dave Ainsworth sitting with his beautiful electric T28 Trojan. This model, flap equipped and with retractable under cart, is a good example of a well detailed and fairly accurate scale foamie and, according to Dave, not a bad thing to fly.

As usual, a huge thank you to Dave Millburn, John Morgan and the roving eye himself, Bill Parker and to all of those members who contribute to the newsletter whether with article or photo.

If you have a problem,



just pass the transmitter to the instructor.



And always remember....

God didn't give you fingers to find out if something's too hot to touch.



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