

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

November 2016.



**To all LMFC members and their families.
Have a safe and peaceful Christmas season.**

Please enjoy the final 2016 newsletter.



**Here's an idea,
why not enjoy your next monthly meeting and a
Christmas BBQ?**

TO BE HELD AT THE FIELD ON

SUNDAY, December 4th.

The usual 9.00A.M. Start.

Decorate your model, or yourself.

(Santa beards and elf ears welcome.)

News in brief.

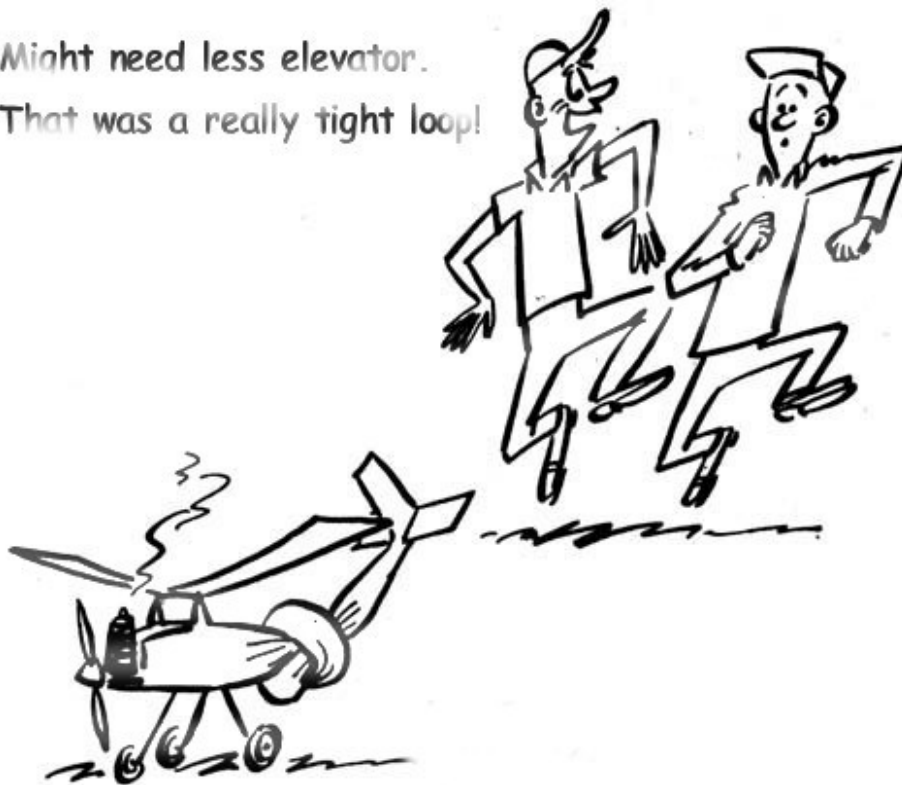
A beautiful clear day for the November meeting where many topics were discussed and voted on. The club is in a sound position as 2016 draws to a close and there is much anticipation as we look toward 2017 and the move to the new field. While there is still plenty of work ahead, the enthusiasm is high, and with top dressing already spread on the Wyrallah Rd. field and grass cover showing a promise of rapid growth, the future of the LMFC looks very rosy.

The working bee was a great success with around 20 volunteers giving the new field a makeover.

Following the meeting members were again given a hearty start to the day's flying, courtesy of Nigel.



Might need less elevator.
That was a really tight loop!



A quirk of the camera gives Craig's propeller a bent appearance as he hooks up Nigel's glider for a tow.



What a great day it was for glider towing. Here Craig Thomas pulls Nigel Virtue's scale beauty aloft.



Nigel's glider, pictured against an azure sky as Craig's Cub, following release, circles in for a landing.



Sadly, it was reported to the club that long time former member, Earle Smith had passed away. Although Earle's passing was several months back, his family had kept things private to ease their loss.

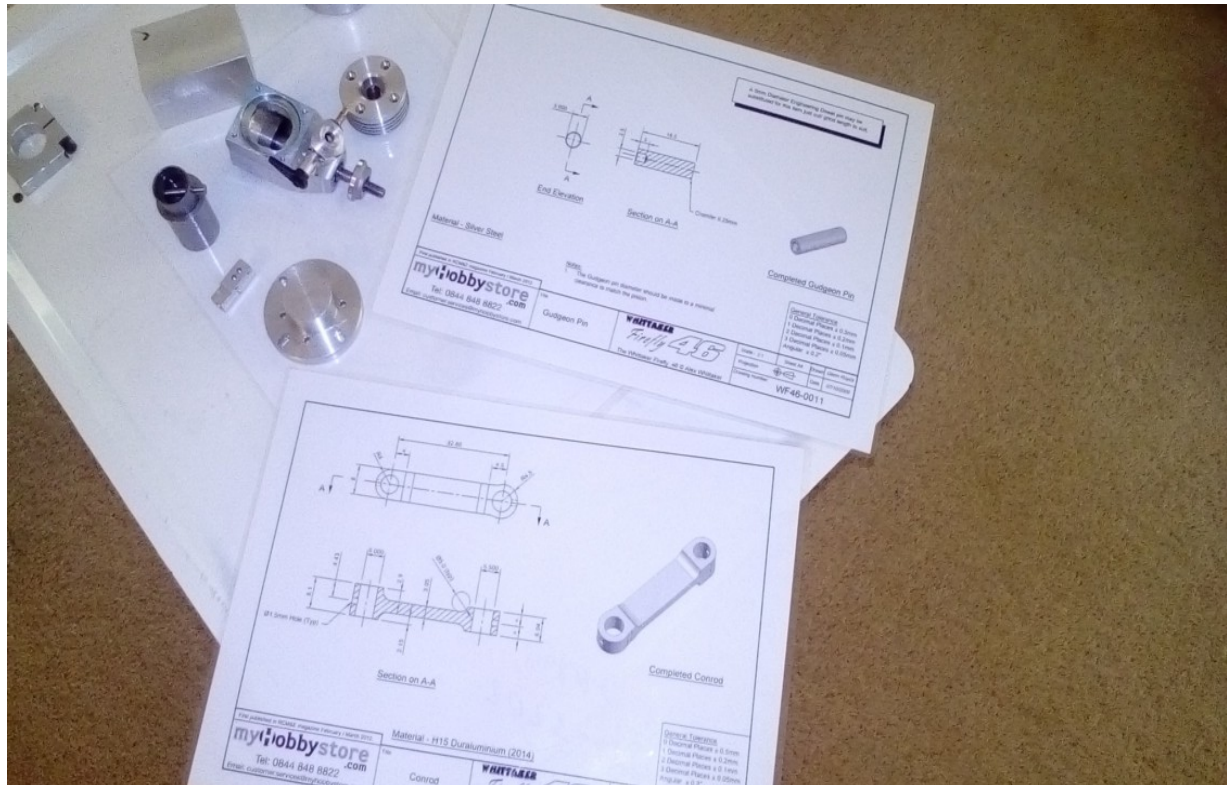
Earle's health had caused him to retire from modelling several years ago, but he will be remembered as a keen and vigorous member of the club.

Earle with one of his own design models.



Something new on the building board.

Many of us have built our own model planes from scratch. Some have drawn their own plans, and a few have completely designed their model. Not many modellers though, have built their own engines.

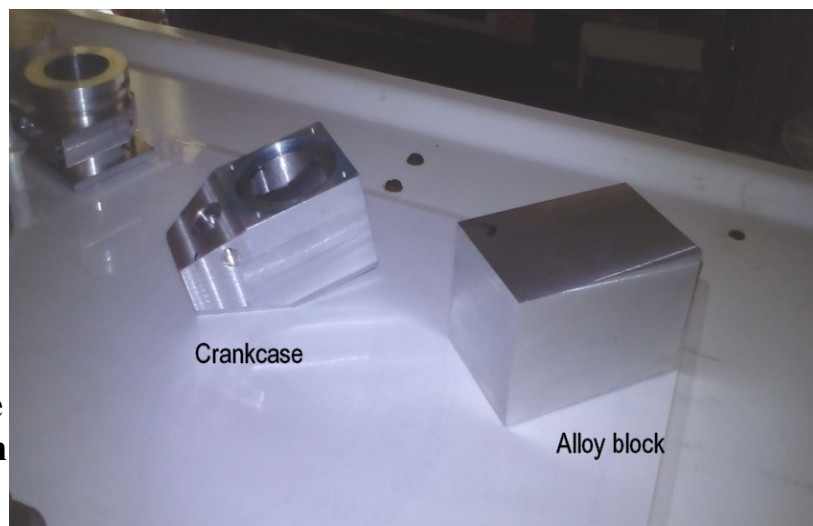


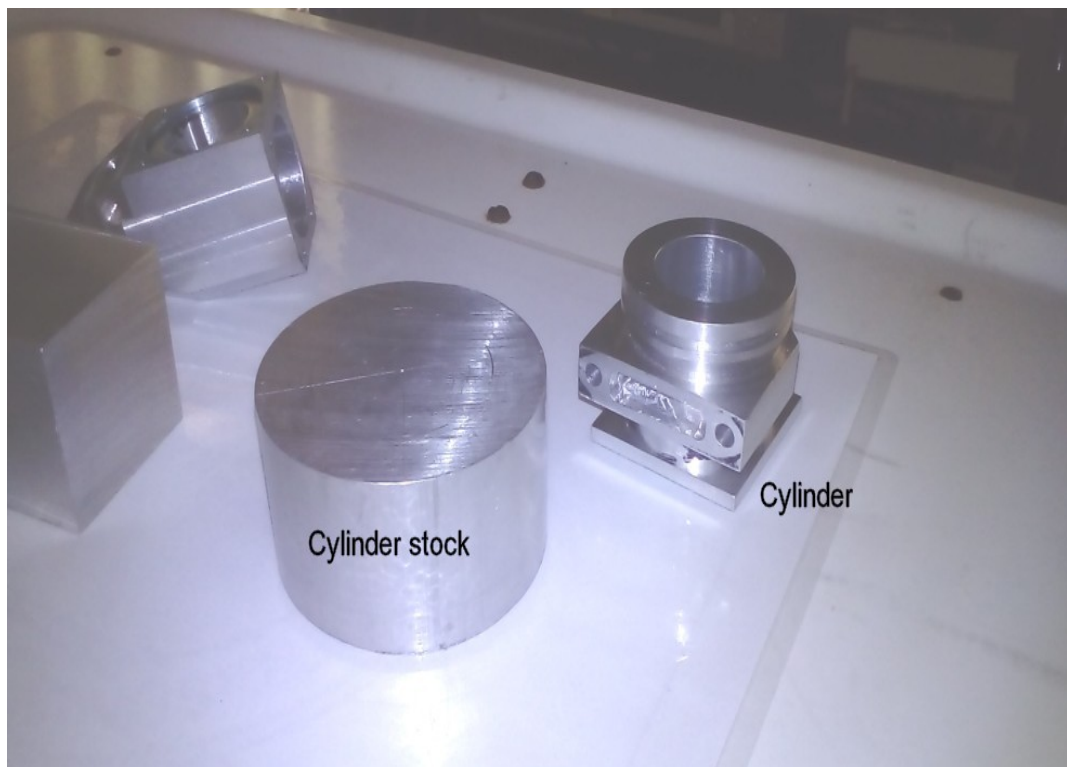
The plans were the easy part to obtain.

Bill Mackenzie decided, on retirement, to fill in a few spare hours each month by manufacturing his own motor, a 46 size 2-stroke.

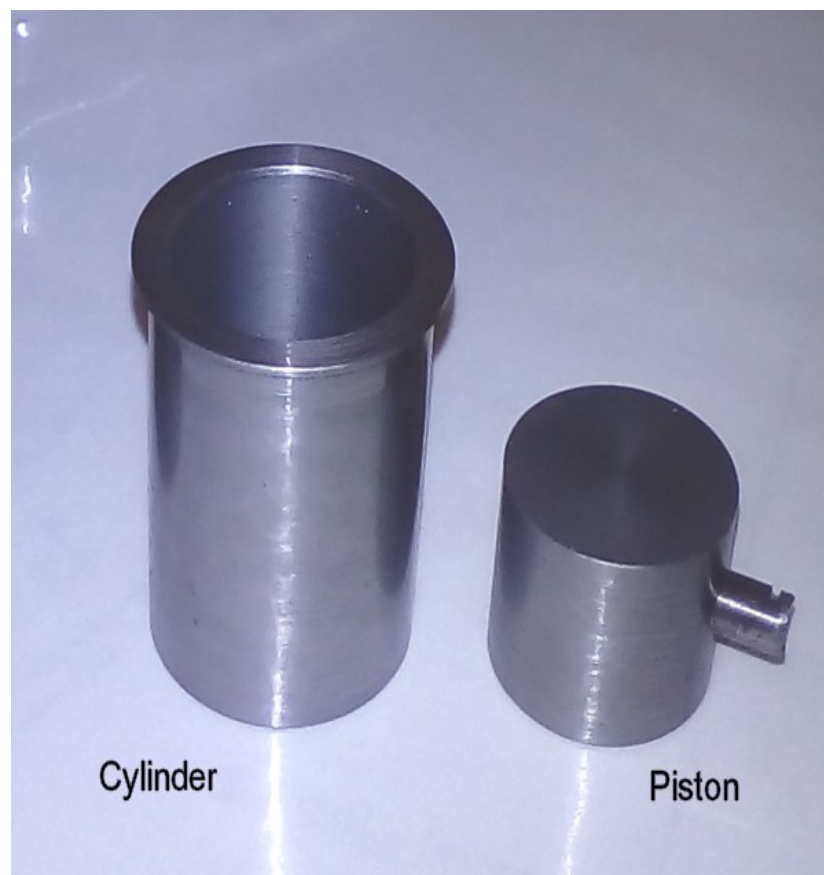
The engine was designed by well known English modeller Alex Whittaker, and the plans published in the R.C.M &E. magazine.

Bill started by collecting the required metals for the project, from alloys for the case, backplate and con-rod etc. to the harder metals for the crank and piston and pins. That part of the build in itself took a while as metals being sourced in small quantities are a little harder to obtain.

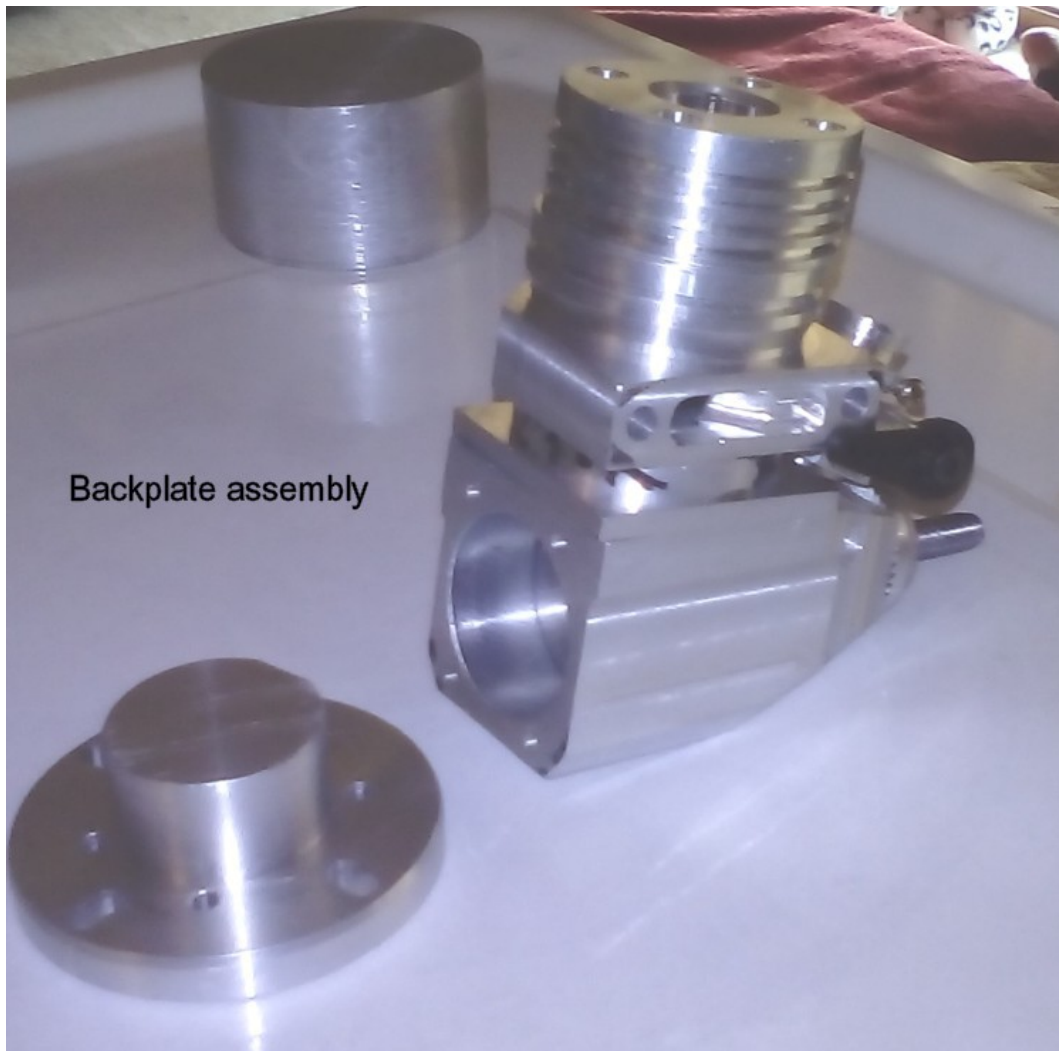




Basic round stock, whittled down to form the cylinder.



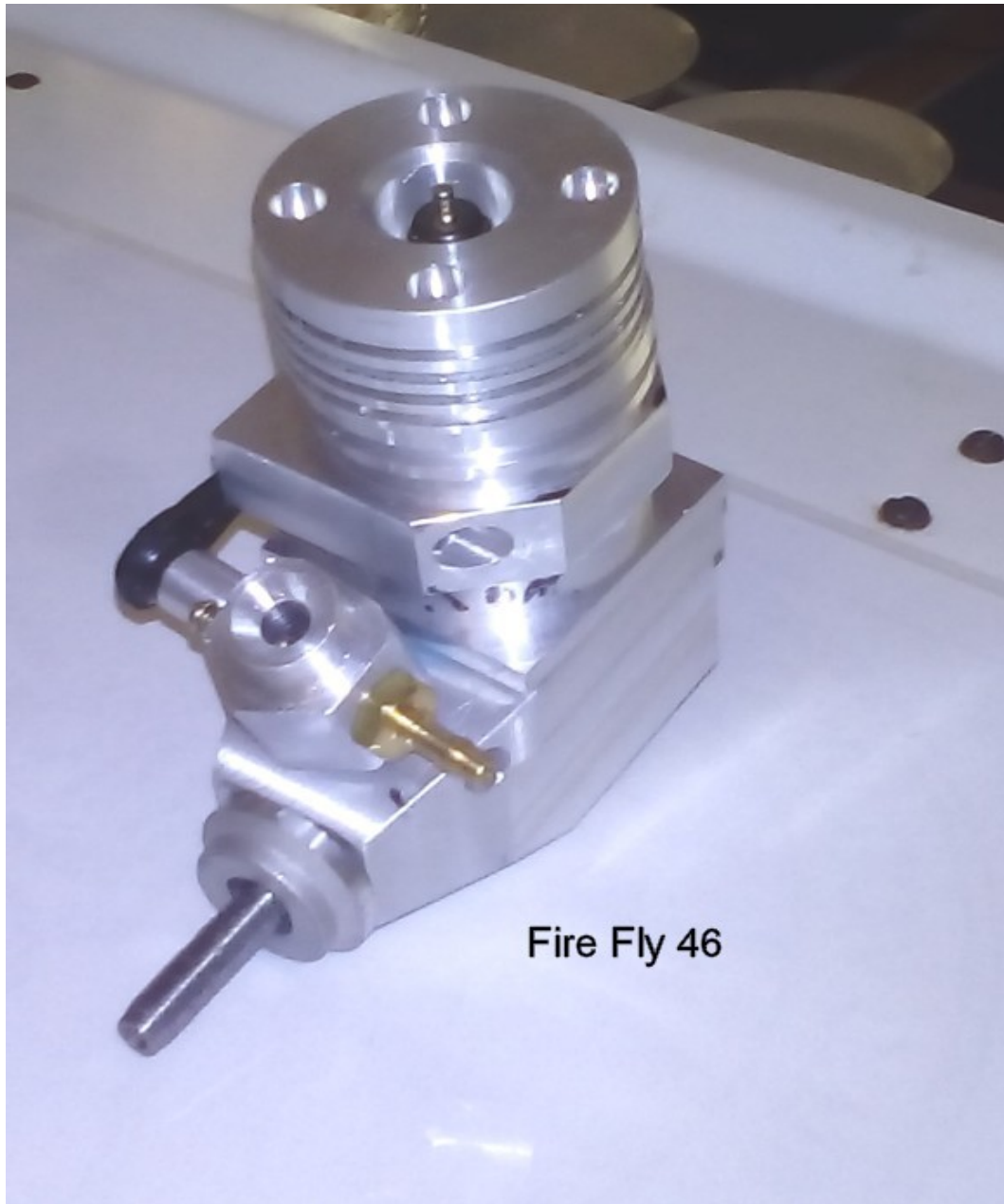
The piston and liner nearing completion.



Undeterred, and with a little assistance from engine guru (the late) David Owen, all of the necessary raw materials were gathered.



Many of the parts ready, still lots of work remaining.



With the parts sitting together, the engine starts to resemble the finished product. Some final shaping and threads still required on the crankcase.

Bill kept costs down by making his own jigs and shaping his own special cutting tools on his small home lathe and mill. Many of the parts have all of the internal work completed and then go, as Bill puts it, to the fat farm (alias, the mill) where excess material is machined off the outer and the parts given their final shape. Bill says he has found the job relaxing, even the tiny carburettor parts and precise machining requirements. It will be an achievement to be rightly proud of when the motor starts for the first time.



THE ROVING EYE

On Friday 11th. conditions were just nice for flying but as the morning progressed the wind got a little stronger, and from the north west. It seems that this was just what Tony Meggs wanted, as he had a new model there for a trial flight. Tony had built this one from free plans, published in the R.C.M&E. magazine. It is a smart looking gyrocopter called Cruiser. After a couple attempts at take off, Tony got it cruising, a bit rocky at first, but he soon had it doing nice smooth circuits. It's nice to see something different from the fixed wing models.

November Fling Results

What a great day's flying, with many rounds turning into landing competitions in an effort to beat the clock and score that valuable landing bonus. (Although not always successfully) First time flinger Allan gave us all a fright coming second in 2 rounds; well done!

Contestant	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Rd 8	Rd 9	Rd 10
Scott	1000	1000	1000	318	949	1000	1000	1000	1000	848
Jim	825	914	645	1000	963	0	860	887	746	1000
Nigel	813	993	637	869	983	384	866	873	630	774
David	266	964	1000	213	529	662	0	0	471	167
Grayham	0	719	506	374	1000	596	755	974	587	902
Allan	153	698	956	170	986	470	638	879	376	512

Final Fling Results for 2016

	Feb	March	April	May	July	August	Sept	Nov	Total	Place
Scott	6726	5000	7397	8750	6674	7692	7474	9115	58828	1st
Rusty	5236	3640	5757	7057		6944			28634	6th
Jim	3466	3385	4541	7176	2361	7857	7305	7840	49331	2nd
Nigel	4818	3637		6464	5071	7124	6706	7820	41640	3rd
John R	5113		4791	4050					13954	8th
Greg	6103		4837	6512	5881		6636		29969	5th
David	3243	2862		4425		5697		4271	20480	7th
Grayham				7084	5360	7070	6208	6413	32135	4th
Allan								5838	5838	9th

The Fling and E comp seasons have now come to an end and will be taking a rest for the months of December and January. See you all back in February by which time hopefully it will be a bit cooler.

John and Brett Morgan maiden their new B17 Flying Fortress.



**Model is 1875mm/74inch span HobbyKing version 2.
It uses a pair of 2200mah 3cell lipos, 40c. A larger 5000mah can be used if required. (When nerves settle a little?)
Five minutes flight uses 60% of available capacity at around $\frac{3}{4}$ throttle.**



Sometimes an aircraft catches your imagination, and never lets go. The B-17 Flying Fortress is one such aircraft, it has been the center of many tales about the liberation of Europe during WW2. Many old time films center on this work horse, and for good reason. It is quite an aircraft.

Flying multi-engine aircraft has always been something I have aspired to, but never been game to attempt. Listening to the gray tops talk about getting matched sets of glow motors, and spending time to get the engines to match throttle settings and tuning seemed like all too much work. Not to mention what happens in the case of a flame out or two.

However, with the invention of the electric foamy, multi-engine aircraft are now suddenly a possibility for a mid-skill pilot like myself. So, I ponied up the cash, and ordered the HobbyKing 1875mm B-17 in Silver, and promptly took over Dad's living room with lots of aircraft parts.

What followed was quite a few days work, spread over a handful of visits to Ballina, to assemble the B-17. Dad supplied much of the knowledge about how to properly finish the model when the supplied manual left me just a tad perplexed.

Finally, last Monday, the sky was clear, and the B-17 was in the back of Dad's bubble car / aircraft carrier. We arrived at the field before the harsh Australian sun had caused too much damage with regards to wind. I had a quick flight with my all purpose bush bashing Piper Cub to calm the nerves, and then it was onto the run way with the big silver beast.

Dad, being the ever present voice of sanity, stopped me from being lazy, and made sure I had the full run way in front of me. Something about runway behind the aircraft, and altitude above, both being equally useless.

He needn't have worried, the four engines had the B17 up and flying within about twenty feet. It moved quickly through the air, all four engines pushing air rapidly over the thick airfoil, howling delightfully in the calm air. I was thankful for the onboard stabilisation tech, as the control moments weren't quite enough for things like rudder turns. It needs to be notched up to the usual Morgan rates.

I'm looking forward to our next outing with the B-17, but I now need to go order a bench of new batteries. Turns out, running four motors at 3/4 throttle for five minutes is more than enough to drain 2 2200mAh batteries =)



The B17 is fitted with an Eagle Tree 2d/3d switchable stabiliser that worked well on test flying. A bit of post flight fiddle with controls is in order, just to keep Dad, John, occupied.



Visitors enjoying a bird's eye view of activities.

Thanks to Bill Parker (our roving eye) who often sends pics and descriptions, and Bill Mackenzie, who showed lots of patience while I re-arranged his workbench to get suitable photos of his project, and as always, I must say thank you to all of the various contributors for their stories and pics. Please keep them coming.



And always remember....

*Light travels faster than sound.
This is why some people appear bright until you hear them speak.*



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