

**LISMORE
FLYING**



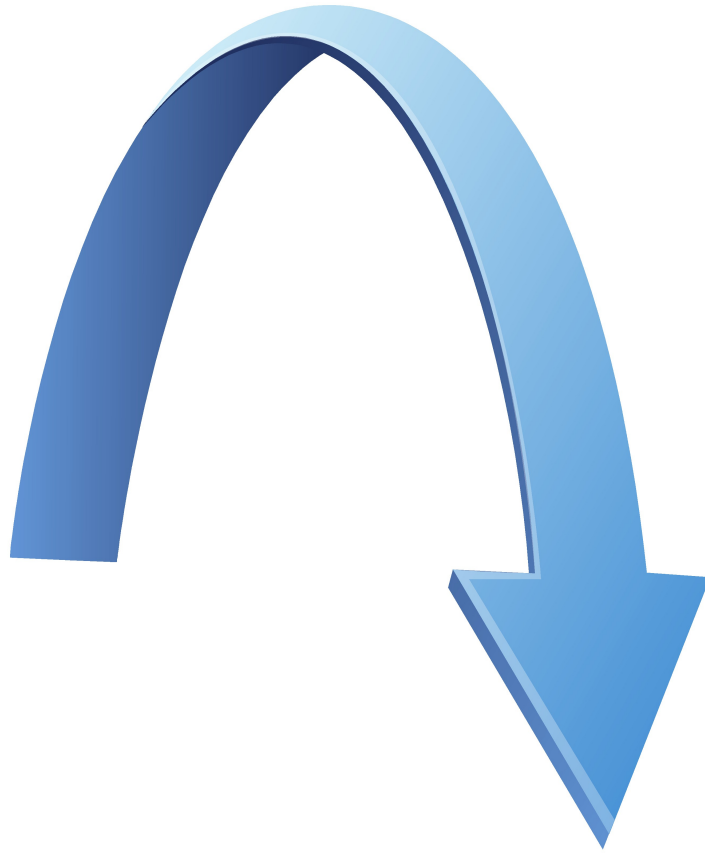
**MODEL
CLUB**

NEWSLETTER

February 2017.



**Leaving home.
Perhaps our last month at the home field.**



The next monthly meeting
TO BE HELD AT THE FIELD ON
SUNDAY MARCH 5TH.

The usual 9.00A.M. Start.

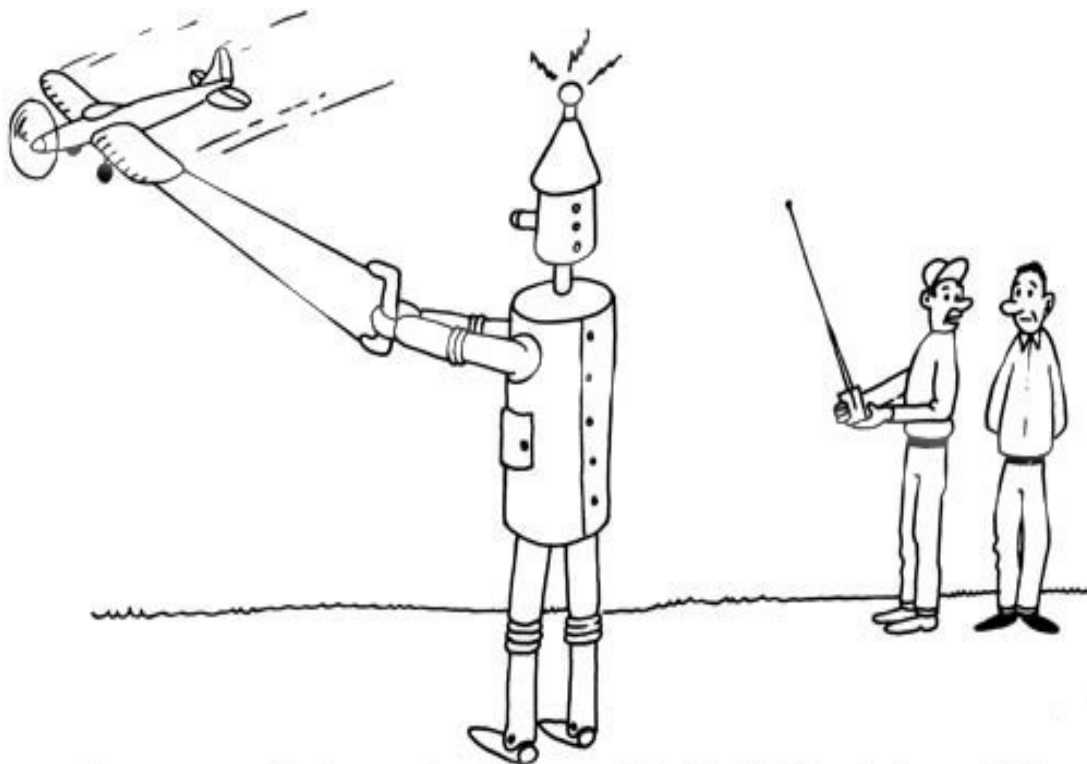
Club BBQ in action

News in brief.

The number of members, indeed the number of flying sessions, were kept down owing to the persistent hot weather that continued throughout January and early February, with temperatures averaging well over the 80 deg.F mark. Add high humidity on many of the hotter days and the best model activity was indoors.

Work on the new field continues apace and, again, a huge thank you is owed to our field committee, who have done an exceptional job with the facilities and the acquiring and utilisation of other materials, helping to ensure a smooth transition from our current site when the time comes, probably within the next few weeks.

Most clubs in NSW have at some time had to re-locate, but rarely has the move been as simple as a change of address, but that is all that most of the LMFC membership will need to do, thanks to the individual effort of a few selfless members. Well done.



I grew up flying control line and I find it hard to switch.

Radian crash at E comp, Sunday 5th. February. (James Spencer)

On the third round of our E-comp, during the climb, I lost my radian in the sun even though I was holding up my Transmitter as a sun blocker. After seeing a Radian, I breathed a sigh of relief until I quickly realised that I was NOT flying MY Radian anymore.

Thanks to Graham and Sue, who saw a Radian descending vertically down into a tree on the NW field border (school side), I knew where to go and look.

After a slow walk to and across the football bridge , I saw Graham H. had successfully crossed the ditch and was looking up at my Radian. It's tail was sticking out of the tree top, fuselage buried in foliage, one wing still on its spar, separated from the fuselage, but well out of reach. (I thought that it had had its day)

Monday morning, I visited the field early to see if the wind overnight had been helpful. NO, still stuck. I decided to clear a way into the tree base, cutting away all the rambles, thorny creeper and rubbish etc. so that Greg could get to and climb the tree on Tuesday.(No way that I could climb it)

Tuesday, I arrived early(for me) complete with step ladder, brush saw and Neil's long aluminium pole. Greg arrived with a selection of long poles.

SURPRISE.

The Radian was on the ground, wings placed neatly under it and the Battery had been DISCONNECTED.

A wonderful person with knowledge of electric models? had perhaps climbed the tree?, or the Radiant had been blown out overnight and that thoughtful person had done the right thing.

I thank whoever looked after my Radian. The damage was repaired in minutes.

The Battery, a new Nanotech 1300 which according to LIPO theory should be DEAD, unrecoverable, had a reading of only 8 volts, this is in theory below the minimum.

It recharged in 61 minutes, over 1200 millamps fed in.

So my Radian will fly again, and if you are lucky, you can recover over used "empty" LIPO's



2017 Fling competition (Jim Romer)

A much smaller turnout for the first round of the year, probably attributable to the recent hot weather, uncertainty as to whether we would still be at the old field and a not too promising weather forecast. Scott brought along a friend who flew Scott's old model and gave us all a walloping.

The weather was kind in the end with very little wind but very few thermals, resulting in no one flying the full five minutes. Ah well better luck next time.

Contestant	Rd.1	Rd.2	Rd.3	Rd.4	Rd.5	Rd.6	Rd.7	Rd.8	Rd.9	Total
Scott	881	858	787	1000	600	755	647	1000	917	7455
Jim	1000	525	759	780	1000	689	1000	746	722	7221
Nigel	1000	794	523	533	830	1000	589	797	549	6616
Dean (Visitor)	971	1000	1000	840	864	844	618	949	1000	8088



Rod's Mam'selle electric sits awaiting a battery re-charge



A couple of shots taken on a clear and windless day, showing Rod Mison's gorgeous Mam'selle.

This delightful little electric vintage model is just one of Rod's home builds. Rod cut this one out from an RCM&E free plan and has done a near perfect job of construction. A real delight to fly and to watch floating around the field.



A different photo, taken as Mam'selle floats over head leaving just her shadow.

An article on LiPo safety. (James Spencer)

This is part of an article taken from a BMFA LIPO battery booklet explaining many aspects of LIPO use.

I recommend that all LMFC modellers read this BMFA booklet, because it brings us up to date on *LIPO best practice and debunks some popular misconceptions*.

For example, the old adage about salt water LIPO dunking is debunked and also good advice about NOT cooling LIPO burnt HANDS with WATER.

LIPO safety bags are discussed, the idea that they are for charging Lipos in is debunked, and they are really disposal bags.

(The following is copied from BMFA booklet article and edited by J.S. for local consumption.

EXAMPLE.

A model crashes on the far side of the model flying field, the model bursts into flames some 30 to 40 seconds before any modeller reaches the location.

The advice to all modellers is to stay well CLEAR of the location until the LiPo fire has burnt itself out (which is usually fairly quickly).

The use of a fire extinguisher should only be instigated LATER to prevent the SPREAD of fire through the surroundings and to douse any remaining flames in the model structure.

Removal of the wreckage should involve gloves, as there may be toxic materials on the remains. Anyone in the area should avoid breathing any of the smoke or vapours from the combustion.

If the circumstances are such that an individual receives skin burns from the LiPo fire, there is apparently some danger that the application of water to the area of the burn (which is common practice) may exacerbate the absorption of toxins, so the water should be replaced by oil (cooking oil might be suitable in an emergency).

Prevention/Precaution.

You must be proactive about safety. Complacency is a real problem since it leads to lack of care/attention, and any modeller can fall into this trap.

Always remember what is at stake and act accordingly. In this document we have sought to offer the modeller the means of at least minimising the risks involved with the use of LiPo batteries in modelling.

The risks to the person and to property of a LiPo fire are much more significant, and the precautions one should take to prevent such occurrences should be as thorough and consistently followed as is possible. Remember the BMFA motto - SAFETY IS NO ACCIDENT.

Disposal of used LiPo batteries.

When a LiPo reaches the end of its useful life it should be disposed of in a responsible manner.

The unfortunate aspect of this is that the definition of ideal disposal is very unclear.

One thing that must be stated is that the widespread suggestion that disposal should be preceded by degradation in a bucket of salt water is not now recommended.

This process adds Lithium salts to the water, and the disposal of this through our normal drainage systems is likely to affect the work of our Water Authorities, who use Lithium as a trace element when locating leaks.

At the time of writing, the best available disposal procedure is via the local authority Environment and Waste department, but not through the weekly collection. Most authorities have a web site where you can find the location and other details of their waste re-cycling collection system and this usually includes a collection point for spent batteries.

The Lipos you wish to dispose of should firstly be discharged to a minimum voltage. In this case you can afford to drain them as near to zero volts as possible. Do this in a controlled manner using a suitable resistance matched to the battery so that neither the battery nor the resistance overheat. DO NOT attempt to discharge the battery by shorting the leads for reasons previously covered. Once the discharge is complete, the batteries should be placed in a stout cardboard box or similar, bound with tape, labelled with "SPENT LITHIUM BATTERIES FOR RECYCLING" and transported to the local authority Household Waste Recycling Facility.

Drone to the rescue.

As many of us have found out, losing a model in the Coral tress at the Skyline Road end of the field, means a very heavy slog through long grass, among snakes and dead timber, in an effort to locate the crash site and recover the model.

At the age of most of the members, this task is fraught with risk and you may still not find the wayward model.

This scenario recently presented itself to John Morgan, when his Big Stick went down, owing to radio “brown out”. Despite the best efforts of John and other members, no trace could be seen of the crashed plane.

Dave Ainsworth mentioned a friend and drone racer, Duncan Wilson, who has started doing aerial photography for real estate and farm layouts, using his FPV equipped drones. A phone call later and Dave, John and a few helpers, watched as Duncan commenced a pattern search over the area where the Stick was thought to have come down. In a very short time, Duncan had located the downed model and electronically marked the spot on John's iPad.

With Dave swishing his way through the dense grass, wielding his whipper snipper like a broadsword, the model was retrieved, much to the owner's delight.

Duncan was happy to offer his services and, for a very minor reward, will help out club members any time.



This month's mystery plane



This one may take a bit of guessing. A British passenger jet from the early 50's, that flew before the Comet. The company that produced this example, merged with Hawker Siddeley.

And always remember....

The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.

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