

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

April 2017.



John Roche does a slow fly by with his scratch built Heinkel He-100 fighter.

Thanks to Jim Romer for the beautiful in flight shot . . .



O.K. Who cleaned the BBQ with methanol?

**The next monthly meeting
TO BE HELD AT THE FIELD ON
SUNDAY May 7th.
The usual 9.00A.M. Start.
Club BBQ in action**

News in brief.

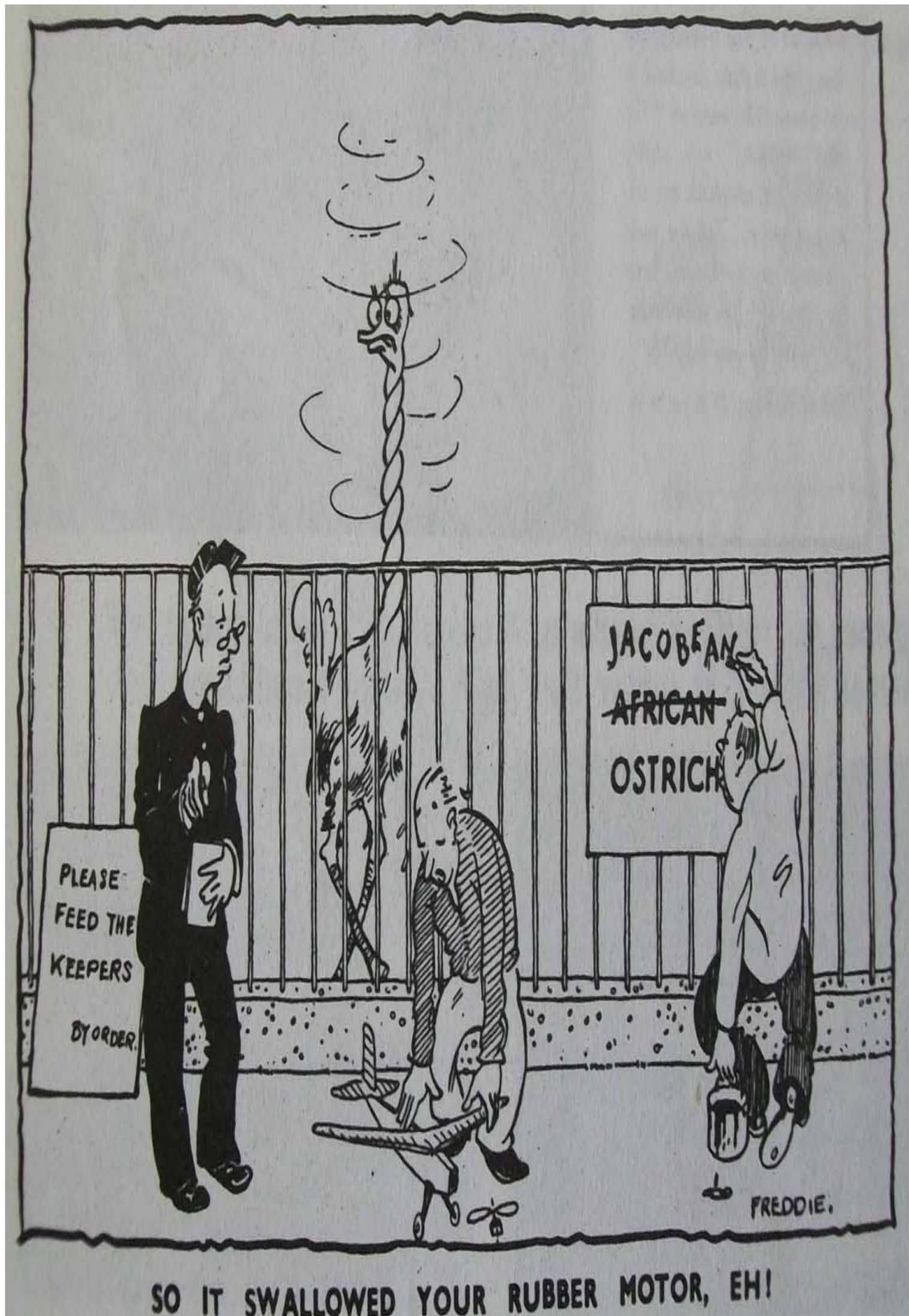
Further in the newsletter is a condensed report on the April flood that devastated the Lismore CBD and caused so many problems for the surrounding area and residents. We (LMFC) made it through relatively unscathed compared to other organisations in the area. We will be better prepared for any such future events now that we have first hand knowledge of the effects on our new field.

Their own location and lack of access made it difficult, if not impossible for most members to do anything but watch as the waters rose and Lismore went under. The remainder of the LMFC owe a good deal to the few members who could access the fields and who have done such a sterling job in putting things right again.

While waiting for the flood to subside, I put in a few extra hours in the workshop. As usually happens, I ran short of some supplies, in this case glue, while all of the usual outlets were closed because of the water. At the first opportunity I headed to Lismore to restock. As the CBD was closed, I went to Autobarn's Midtown Hobbies, who hadn't had stock damage or even had to evacuate stock. As the necessities were being purchased, the lady at the till asked me if I had a Senior's Card. On producing my card I had 15% deducted from the purchase price. A handy saving (aren't they all) and a nice gesture on the part of the business. I hadn't been aware that any local business operators offered this discount. So, if you are in need of hobby supplies from this store then show your senior's card at the checkout and keep a few extra dollars in your pocket.

Since the floods a lot of remedial work has been carried out. Bill MacKenzie has drained and cleaned the small ride-on mower and apart from a cracked plastic front, the mower is better than before the flood, with new oil and filter, fresh fuel and a general service. I haven't been able to keep track of which members did what to help our recovery, but those who did deserve a good pat on the back. I know Phil and Jamie, Craig and Dave, Bill Mac and myself, as well as Neil and James have ended up a bit muddy, and no doubt there were others, so a general thank you to all of those members and the un-named and unknown.

The old field is back in use for a while and the Whyralla road site is drying out nicely. A machine has been brought in to have our entry road cleared of logs. Let's hope our next flood is in 2117, or at least a much less damaging affair.



LMFC Post-diluvian

The end of March and early April brought the region an astounding amount of rain, assisted by ex tropical cyclone, Debbie. The result for Lismore was a major flood event, very severe and very rapid,



Looking good and ready to move in.

The LMFC were primed to make the move to the new Whyralla road field, having recently erected the new shed, and had commenced the moving of some equipment to the new site. Members will recall that the field committee had worked laboriously through some extremely hot conditions to get the job done, and the shed and surrounding area were looking particularly groomed and settled.

We knew we were moving to a flood prone area with the new site, but plans were discussed for moving things like our (proposed) toilet and mower container should the need arise. What we couldn't have known was that the next rain event would occur so quickly and have the potential to wipe out all of the good work that had

been done. The flood that hit was bigger than most could remember. Our existing field was covered with about 1 metre of water, a huge and fast flowing inundation that caused the container to move about 1.5 metres off its sleepers.



The fear was that, with all of that flow across the field, the container would take on water and the zero turn mower would come out the worse for wear.



As it turned out our container is quite water resistant and limited the ingress to just a few inches over the whole 3-4 days of the event. Neil Clifford and James Spencer managed to get to the field as soon as access was safe and did an admirable job of rounding up some wayward chairs, carrying our green plastic table from its resting place at the Thistles soccer club and returning the furniture to the shelter. At the same time the container was placed back to where it should be, by a resourceful Jamie Zambelli and Phil Crandon, using a winch and a fair bit of grunt. All up we faired reasonably well.

Not so the new field. With some hint of what might eventuate, but having very little time, Craig Thomas had the foresight to head down to the newly erected Whyralla Rd. shed and move the smaller ride-on from the shed and up onto the raised container mound, covering it with a tarp. Another foot or so of water and all would be well. Unfortunately, we got a lot more than a few feet. No one could have foreseen just how much water we would have across the area, or how high and fast it would rise.



A sad sight. As the waters engulfed everything we could only watch.

Whyralla Rd. had been closed by the police but a few of the members made it to the new field when access was allowed. They held their collective breath as they drove in, not knowing what they might find. To everyone's delight and relief, the shed still stood (well built fellas) and the expected mud and post flood coating wasn't as bad as feared. The two water tanks had been moved and will have to be reset. As Phil said in his emails to members, 100 litres of water and some effort with a wide broom and the shed looked almost as good as new.

As can be seen from the pictures below, the road in is covered with detritus and flotsam but is still a passable road.

The small ride-on mower was washed off the mound and was completely submerged for some time. It will require a bit of work, like draining and re-oiling, fuel drain and refill and maybe a battery, but the consensus is that restoring it will be fairly inexpensive and not too long a job.



Looking back up the entry road toward the gate.

The little ride-on will still give years of service after a clean up.

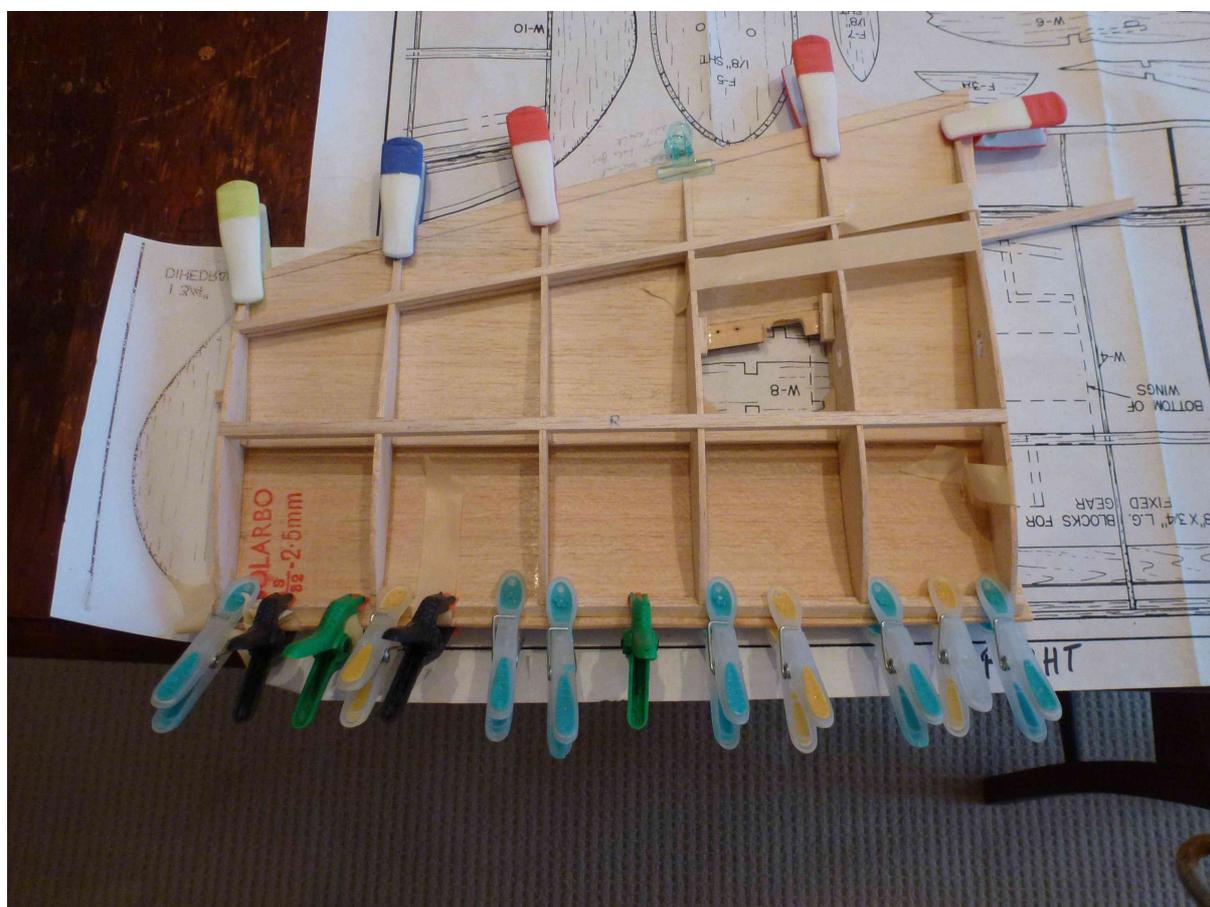


All things considered, we came out of the great flood of 2017 in pretty good shape. The club now has first hand knowledge of what can occur and we can plan our purchases and locations with experience and hindsight.

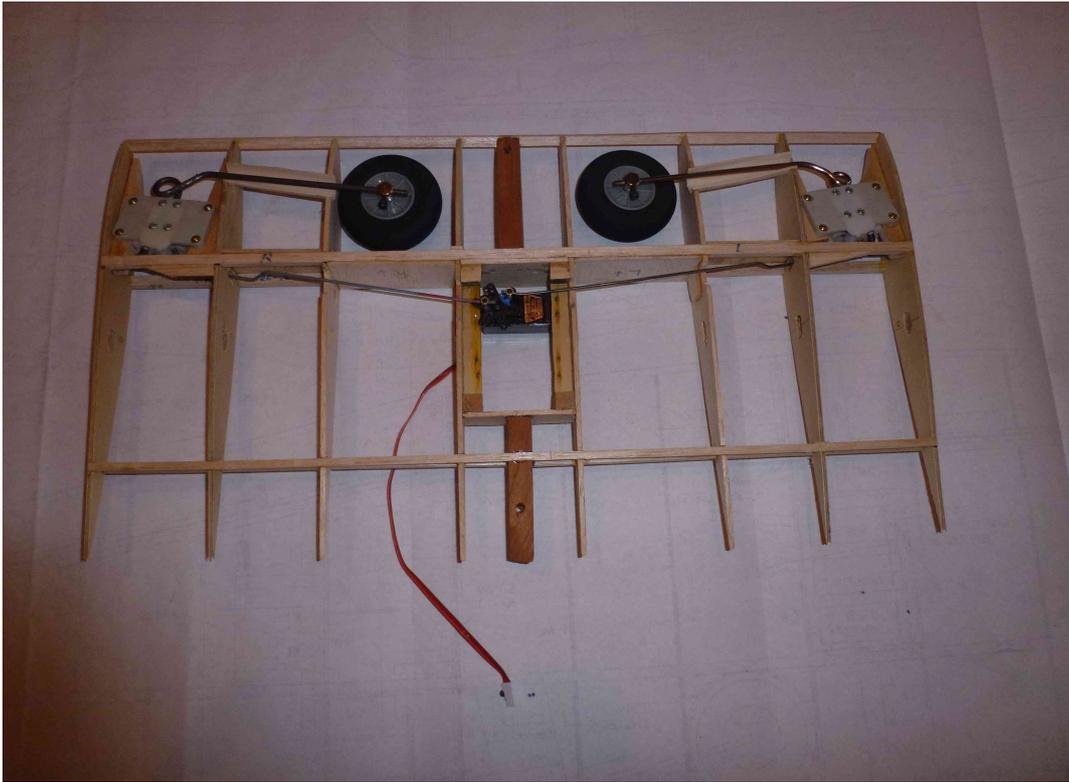
Build of my Heinkel He-100 fighter. *John Roche*

I was very impressed with the fine lines of the German Heinkel He-100 fighter from first sight. When I found a set of Zirolli plans (1970s, one sheet) at the right size, I decided to commit to this, my first ever true completely scratch build from plans. The plane has a wingspan of 54" with all the usual controls, plus full split-flaps and mechanical retracts and a complex gull-wing. Perhaps a bit of a challenge for a novice, but "why not?", I asked myself. The project lasted almost two years as I stopped on it and got almost a dozen other ARF and hand-me-down planes in to the air over that time.

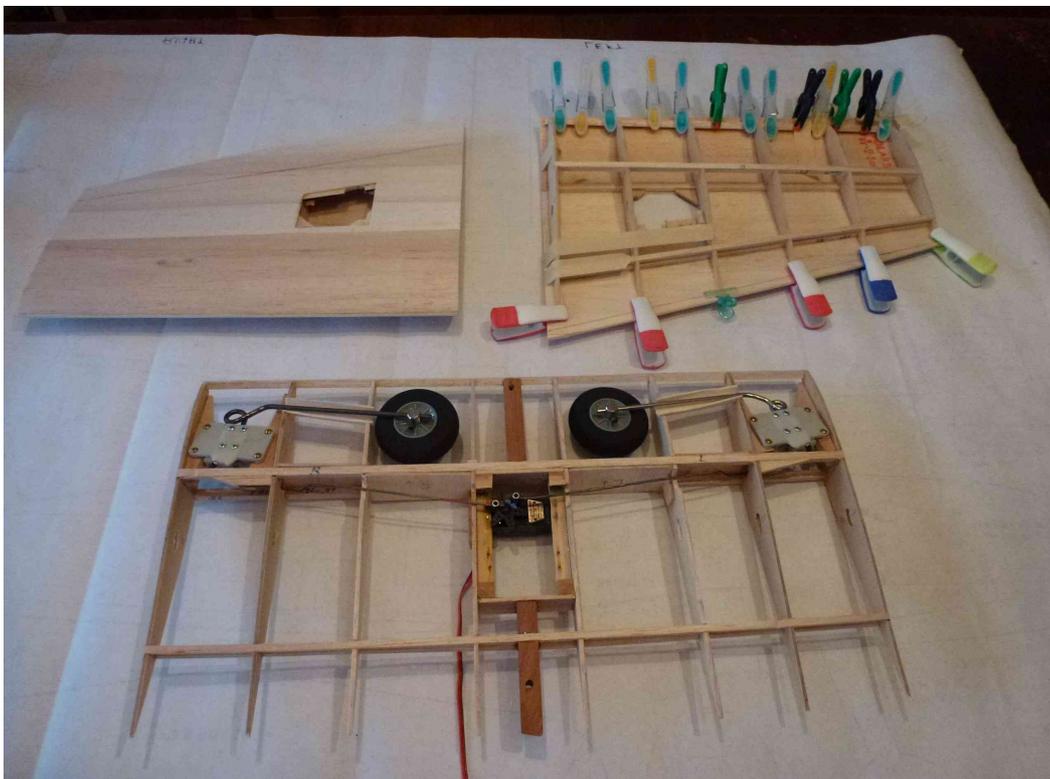
This is the outer wing section over the plan sheet . . .



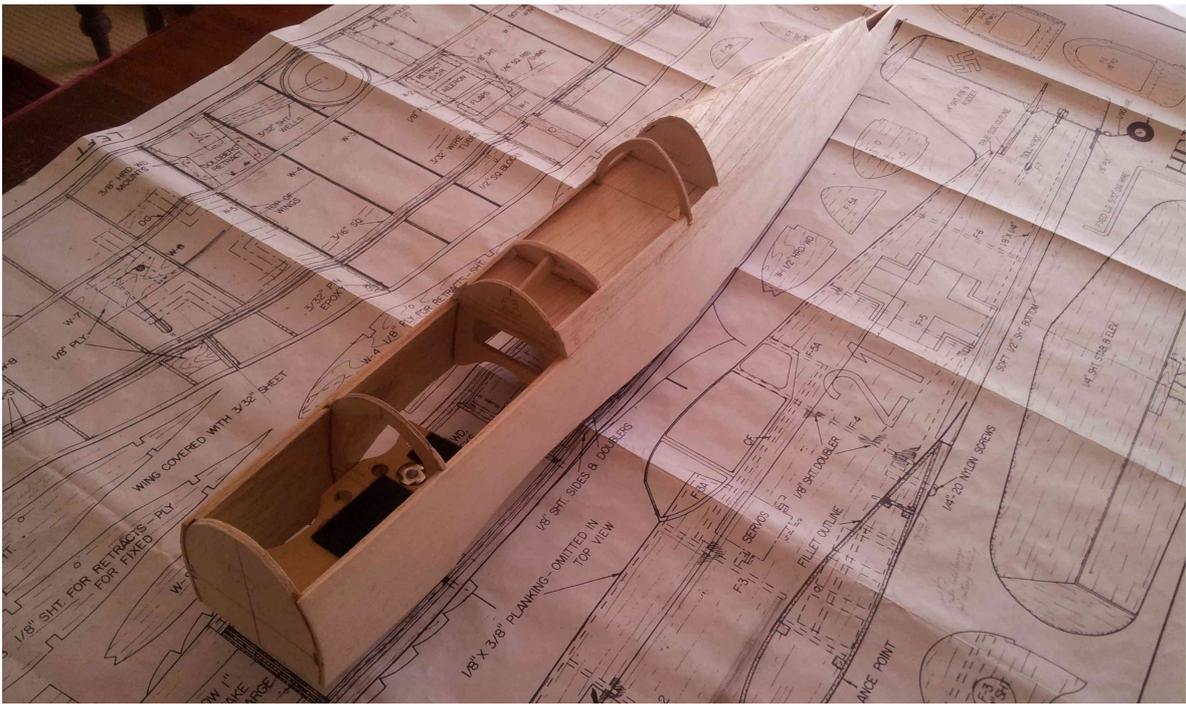
The retracts were by far the most difficult part, and most time consuming. The placement and linkages were not shown in the plans. There was insufficient space in the leading part of the thin wings to install more modern servo-less. As it is, the retracts barely work under flying conditions and they are deeply embedded inside the wing's balsa skin, so I don't use them yet – perhaps I will get it all sorted out later.



Getting the gull wing angles, the aerofoil and some washout into the wing was relatively easy due to the layout from the Zirolli plan.



Next was the fuselage . . .



As this was an electric conversion from a glow design, I was very conscious of reducing tail weight.



Next problem to solve was to make a clear canopy. This too proved quite easy. Garry Henderson-Smith gave good advice and guidance in making a mould from cheap Hebel aerated concrete block.



One hour at Garry's kitchen oven and I had a great canopy. I wanted to use a Turnigy Aerodrive 4250 650 Kv which had worked so well in an earlier plane on a 5-cell Li Po, but alas they stopped making and selling those and I had to take a Turnigy Aerodrive 4250 500 Kv, which I eventually realised required a very large prop. I used a 13x8 using only 29 amps for 546 watts, with just enough clearance. It really needed a 14" or 15" prop. I could go up to 6-cells, but I wanted all my larger planes to fly off the same set of 5-cell LiPos for consistency and compatibility. I own a few Zippy Compact 5 cell 2450mAh 35C LiPos.

It was finally looking like a plane. I had a few rolls of old second-hand silver metal-flake Solar Span covering which I used, but I found it was very poor at sticking, poor at contracting, and poor at getting out wrinkles. I gave it a good scour with a paint scourer and sprayed it a blue-grey, but as always the final colour was not quite as expected, due to using only thin paint layers, and it can look more blue than grey depending on the light. The Solar Span had one more problem as it does not grip the paint layer as well as the cheaper Hobby King covering. I sprayed the whole plane with matt water based polyurethane to protect the paintwork and decals and it seems to be holding. I used a HK

spinner which allows cooling air in. but it is not a great profile match to the original.

As a 1970's glow with light fibreglass covering I expected it to weigh 6.0lbs empty, yet as a painted electric with Li Po and flaps and retracts it came in at 5.2lbs, so it is quite lighter than expected and there is no difficulty getting a good CofG.



I did find the issue with the low Kv of the original motor made for fairly slow and at times unstable flying, using even a 13" prop, so I ended up buying an E-Flight Power 32 770Kv motor and I am much happier. On 5-cells with a MAS 12x6 at full power it draws 47amp for 780 watts which is good power. Indeed, it could now fly on 4-cells but I prefer the 5-cell Li Po and will continue to fine tune the choice of propeller.

Yes, it does fly very well, and to me it looks great. It was a long-term project and it has given me a lot of satisfaction. Cost wise, it was probably more expensive than an ARF, but that was not the point.

What's next? I have two unopened boxes of ARFs under the bed waiting for a rainy day . . . and guess what. Its pouring!



Is this called Divine irony?

This month's mystery plane.



**This one would make an interesting scale subject.
Wonder where the CofG would be.**

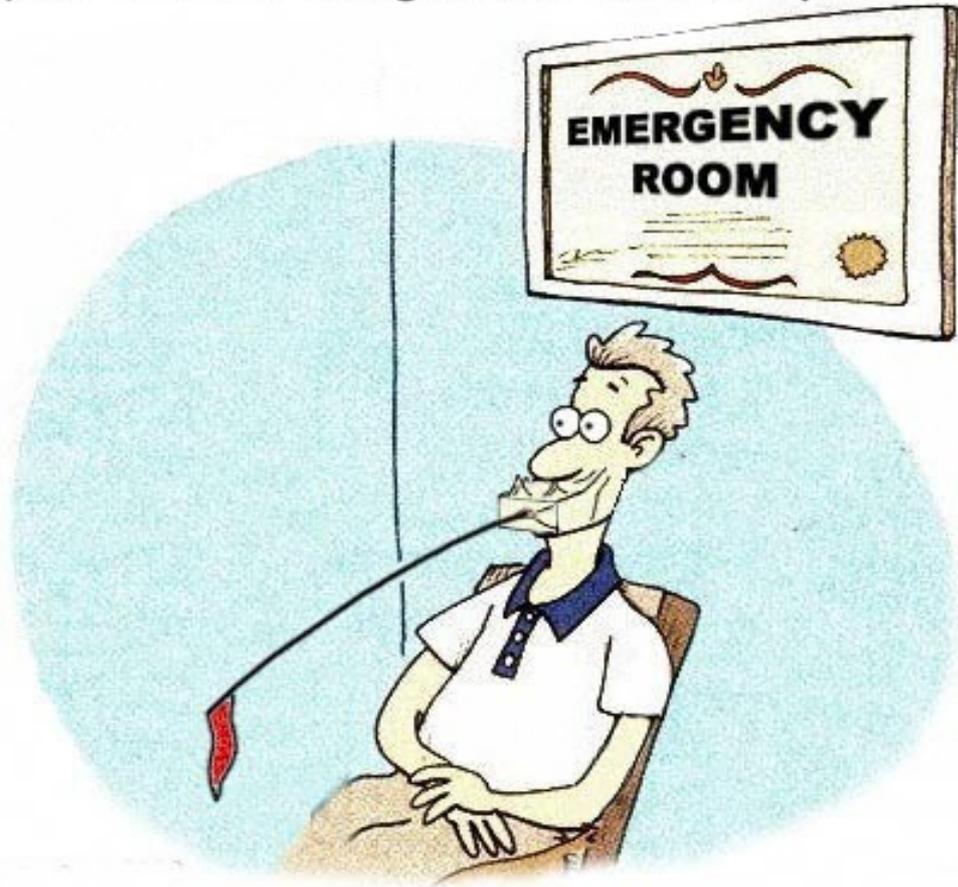
Last month.....

The Short Brother's Sherpa SB4



Well spotted by Jim Romer. I think all of that RAF training is paying off.

Sometimes you shouldn't yell "Quick pull up!", while your mate's doing a low inverted pass.



Brett Morgan with his Eflite Valiant. The old field was very wet and impossible to mow in late March, Brett discovered why wheel pants and longish grass don't mix.





*Dave Ainsworth Taxiing the T28 to the flight line.
(Below) Legs coming up and climbing out with authority.*





The T28 looks great on a slow fly-by.

Many thanks to all of those members who have sent photos and information. James Spencer, Phil Crandon, Neil Clifford, Colin Parkes, Bill Parker, John Roche and John Morgan.

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