

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

May 2017.



Not far from completion, J.M's Bucker Jungmeister.

**The next meeting is the AGM
TO BE HELD AT THE NEW FIELD ON
SUNDAY, June 4th.**

A prompt 9.00A.M. Start.

Swap Meet & Club BBQ

News in brief.

The next meeting is the AGM and all members are asked to think about putting in a small amount of time on the executive. It's not a difficult job, but the club can't operate successfully without a few people at the controls. Please, put your hand up and do what you can.

Club membership renewal fees are due. Please try to pay fees before June 18th. and make the treasurer's life so much easier.

Cost is \$220 senior/\$65 junior paid into the LMFC account at BCU or online

BSB 533000 Account 219602

If you only have access to the Commonwealth bank

BSB 062657 Account 10185963

Wherever you pay, please remember to add your name to the transaction.

It is really really hoped the AGM can be held at the new field, but of course this is weather dependant, but we will keep you updated by email.

Brett Morgan with his Eflite Valiant.



Brett debuted the model last month during the really wet period, and wet long grass and wheel pants prevented any flying at all.



This month, with the wheel pants removed and a slightly larger set of wheels fitted, up, up and away for the Valiant. Brett says it's a nice flying model after a few adjustments.



The Bucker Jungmeister. John Morgan

My hobby is making stuff, wooden kids toys, some kitchen special-use pine boards, building sail boats so this is about one part of my hobby, building and flying scale model aircraft.

Enter my latest effort, some ancient aeroplane probably no one has heard about. Yep, a German training aircraft of the 30's, the BÜCKER JUNGMEISTER . Young Master in our language.

What's the brief story with this AIRCRAFT THAT HAS BEEN BUILT TO 1/4 size? Going back to my very young years, there was an Olympic Games coming up, the Berlin 1936 Olympics. Their government wanted the country to be dominant and it seems an aerobatic event was to be run at the same time. The AEROBATIC CHAMPIONSHIP was a 'must win'. So the moustache man told his favourite company to build a winner. And Yep, the fairy godmother waved her wand and Bücker, the chosen company, proceeded to change an aircraft they were using as a trainer. This was SUCCESSFUL beyond their wildest dreams! Enter the Jungmeister, or Young Master. This 'advanced trainer' did indeed produce YOUNG MASTERS !



I digress, the aerobatic event on the Olympic year of 1936 was indeed won by Mr Moustache's aircraft. Jesse Owen was not kindly treated when he won the 100 metres event, however! The aeroplanes potential as a trainer par excellence was realised, and Luftwaffe boss Hermann ordered more and set about using it to train his pilots to be very, very good!

Epilogue, after such success in Europe, the little all conquering aircraft was transported to America on the 22nd June 1936 aboard the Zeppelin airship HINDENBERG. A good thing it wasn't on the May 1937 flight of the Hindenberg. It had certainly worked as an advanced trainer... My cousin Keith was flying a big wooden aircraft around Europe during the war. His testimony was that the Luftwaffe trained pilots were indeed very good, or should that be bad or something? As it turned out, cousin Flight Lieutenant Keith and his big 'Wooden Wonder' avoided them and came home in one piece. Runs in his family, as his dad, Uncle Alfred, survived the SOMME BATTLE in WW1, lucky, or there would have been no cousin Keith!

I became attracted to building a model of this aerobatic antique biplane. To this old pilot (yep, although usually I have flown more boring aircraft) to fly this piece of history even as a model would be just too tempting!!

The Jungmeister is a BALLERINA of the aerobatic world, slow and graceful beyond its competitors, and still loved by pilots, remaining competitive 'till the 60s, Well done Bücker. Yes, it's on my bucket list. Well I can dream!



An interesting epilogue happened after the war. As a trainer, a fair number of Jungmeister were recovered. Three world championships won and then a gent called CURTIS PITTS had a very close look. As a designer, Curtis was already a legend. A very capable aerobatic pilot was in Curtis' mind for his new plane. She was small and petite, and a powerhouse! Well, Curtiss produced a great little aerobatic aircraft for Betty Skeleton called the LITTLE STINKER, known as the great Pitts Special, another legend.

Little Stinker still hangs in the Smithsonian Museum. Betty was amazing, an advertising exec, into space support flying stuff, land speed records support, three kids, two marriages and lived to a ripe old age. But, too small for the aerobatic ballerina??? No problem. The small airplane CURTIS BUILT for her was outstanding, and actually was the beginning of a new line of aerobats.

Now back to my ballerina of the aerobats. Yes, still on my bucket list, however my pilots license needs a FLIGHT TEST and MEDICAL to become active again. Ain't gunna happen. So I'll fly this model. Yep, still allowed to have my hobby!! Thank you.



The cavernous fuselage on the Jungmeister allows for the massive 8000mah 6 cell pack, a necessity for obtaining the correct balance without the need for balast.



A dummy rotary engine will finish the appearance of the huge cowl but still allow cooling for the 550 brushless.



Greetings from Mackay.

Our wayfaring member, Dave Millburn has sent a few shots of his new home club. Dave moved a few weeks back so he could be closer to his family, and settled in Mackay. Fortunately there is a local flying club and Dave is settling in nicely.



Mackays main runway.

The club house for model assembly. 4 240v charging stations with canteen on left, bbqs & 2 fridges, one with beer, one with coke & mars bars (honour system).





A nice relaxing pit area.



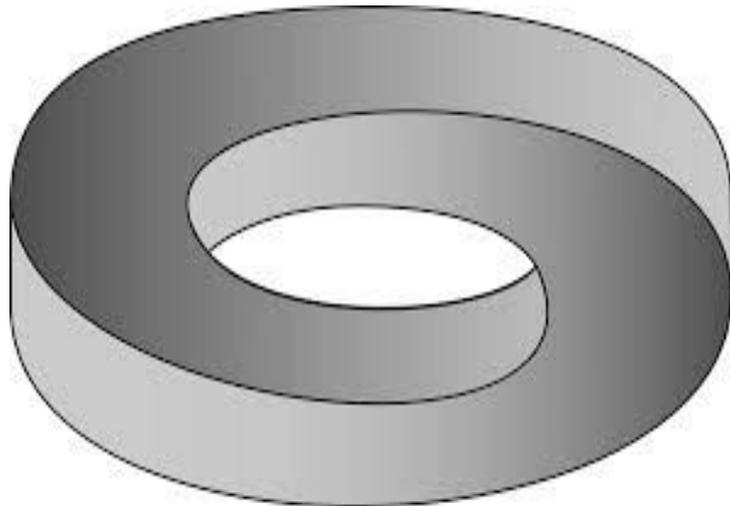
The well manicured car park. Geez, life can be tough.



The cross strip, about 75 meters.

The Black Art of electric flight.

(It's really not that confusing)



Most of us are now familiar with our electric powered planes, but some members buy the “Plug and Fly” models and never get around to seeing what's up front. Here we'll re-do a bit of basic electric model stuff for the newer modellers and those of us who are still switching over, and can use some guidelines.

Determining a Model's Power Requirements

1. Power can be measured in watts. For example: 1 horsepower = 746 watts
2. You determine watts by multiplying ‘volts’ times ‘amps’. Example: 10 volts x 10 amps = 100 watts
3. You can determine the power requirements of a model based on the ‘Watts Per Pound’ guidelines found below, using the flying weight of the model (with battery):
 - 50-70 watts per pound; Minimum level of power for decent performance, good for lightly loaded slow flyer and park flyer models
 - 70-90 watts per pound; Trainer and slow flying scale models
 - 90-110 watts per pound; Sport aerobatic and fast flying scale models
 - 110-130 watts per pound; Advanced aerobatic and high-speed models
 - 150-200+ watts per pound; Unlimited performance 3D and aerobatic models
4. Determine the Watts Per Pound required to achieve the desired level of performance:

Example: Estimated Flying Weight w/Battery of your model: 2.1 lbs
Desired Level of Performance: 150-200+ watts per pound; Unlimited performance 3D and aerobatics

2.1 lbs x 150 watts per pound = 315 Input Watts of total power (minimum) required to achieve the desired performance
5. Determine a suitable motor based on the model’s power requirements. The tips below can help you determine the power capabilities of a particular motor and if it can provide the power your model requires for the desired level of performance:
 - Most manufacturers will rate their motors for a range of cell counts, continuous current and maximum burst current.

• In most cases, the input power a motor is capable of handling can be determined by:

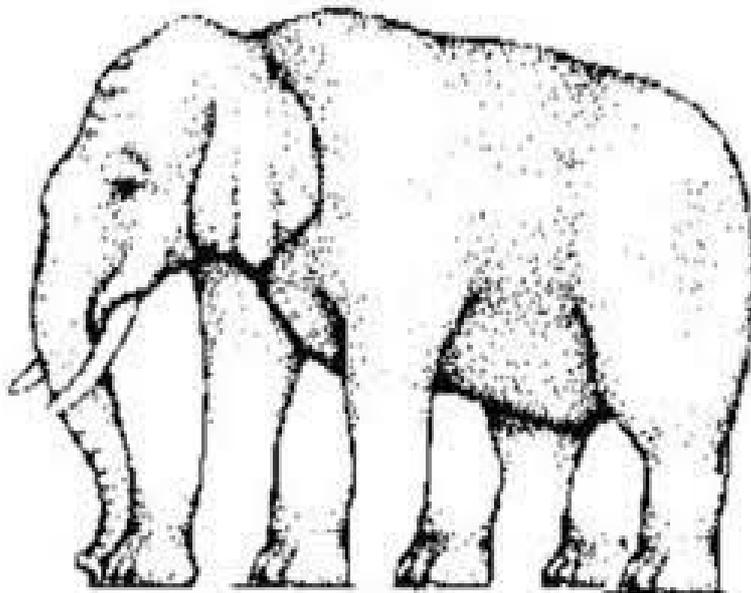
Average Voltage (depending on cell count) x Continuous Current = Continuous Input Watts

Average Voltage (depending on cell count) x Max Burst Current = Burst Input Watts

HINT: The typical average voltage under load of a Li-Po cell is 3.3 volts. This means the typical average voltage under load of a 3 cell Li-Po pack is approximately 9.9 volts. Due to variations in the performance of a given battery, the average voltage under load may be higher or lower. These however are good starting points for initial calculations.



*Here we have a fine example of a horse, designed by a committee.
Just count the legs.*



Mystery plane.



This month's mystery plane should be easy. Obviously a bi-plane and British. Let's get to it.

A few recognised last month's picture as the Miles M.39B Libellula, an experimental light bomber. It was designed to be carrier based and to give the pilot the best possible view for carrier landings. The name comes from the genus name of a certain dragonfly, the Libellulidae.



Have a think.

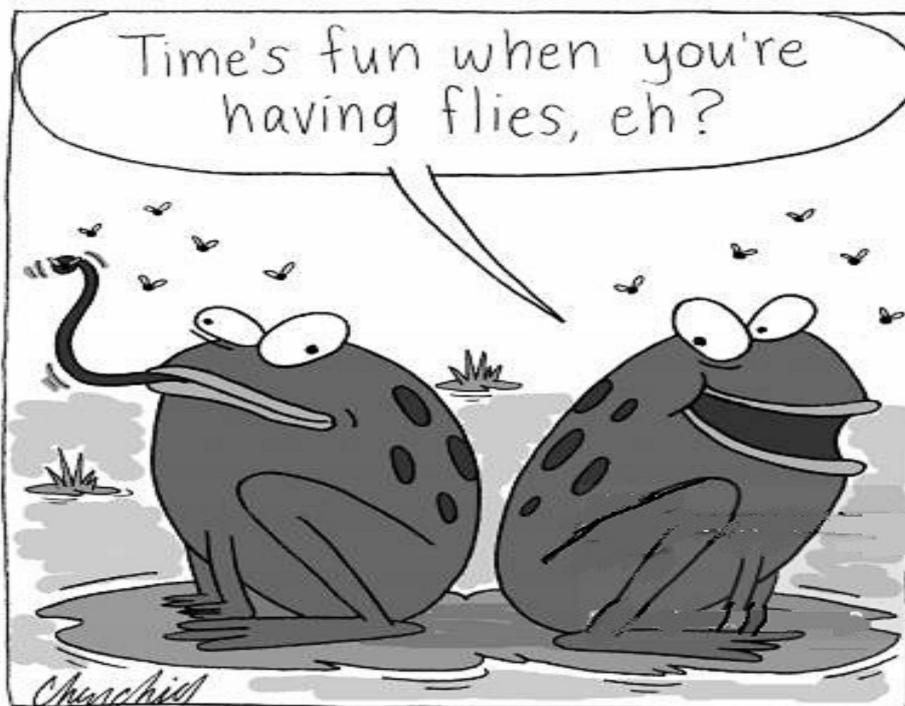
I'd like to ask all of our members to put a few thoughts on paper regarding some activities that they might enjoy at the field.

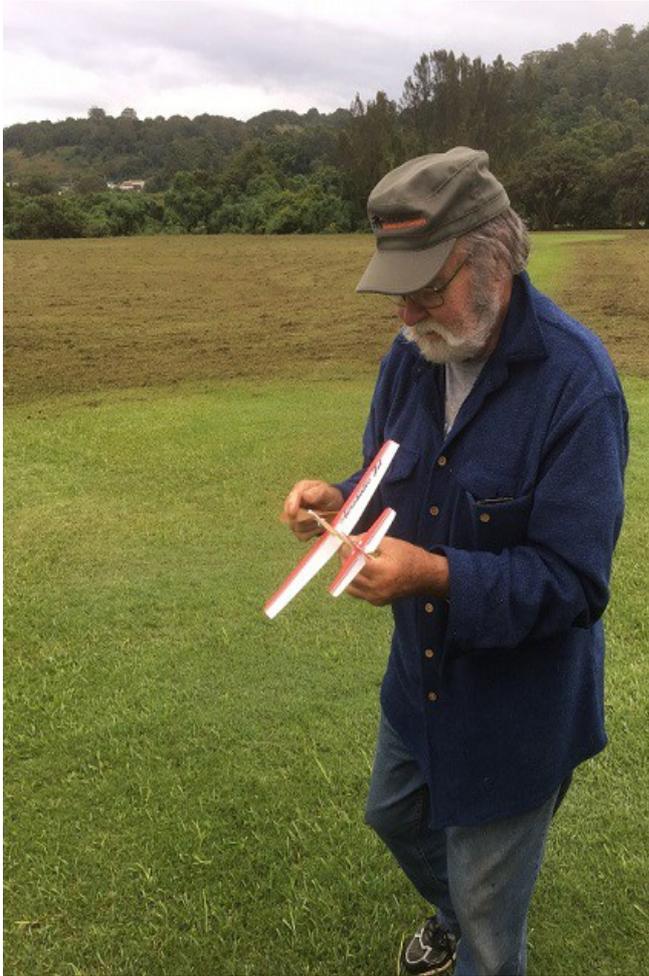
The LMFC will make a new start with the move to our new field and as the area improves and the shade area goes up, it might be time to think about future club days and fun events. Electric days have been popular in the past and most of the members who participated in the previous "giggle and glide" events, such as the bomb drop, timed flight and mystery landing, will remember a lot of laughs and good fun, while taking part. Now that we have more room, several members are interested in getting these fun days underway again.

There are many facets to our hobby/sport and just as many ways to enjoy ourselves. How about a scale fly-in. No competition or scrutinising. No rivet counting, just a pilot's choice selection for a couple of categories. Perhaps military and civilian, electric or fuel, pre and post 1960.

What about an Old Timer day? Again, not a competition. Just a get together of like minded modellers who prefer the old and slow, early designs. There could be a Cub day (our club has about 30 of them amongst the members), a warbird fly-in, or whatever. Nothing serious, just FUN, and a reason to go flying.

So please, don't be shy. Send an email or put an idea on paper and take your thoughts to the AGM (Sunday 4th. June). There really isn't much to it. Claim a date, grab a volunteer for the BBQ and share the fun.





James hasn't found small enough servos yet, but it still gets airborne.



John Morgans tiny rubber powered glider kept the boys amused during a day of showery weather at the paddock.



This month's Fling.

YES, believe it or not the Fling comp is still alive and kicking, albeit with the lowest number of contestants ever. But it had to be done in an effort to keep the competition alive, particularly as it's been 3 months since the last round, due mainly to weather and hesitant moves to the new field. It was extremely wet under foot on the old field (submerged feet at times) however, the sky was clear and sunny with sufficient lift to make it enjoyable. We were about to start round 6 when John's battery alarm became a nuisance so we terminated proceedings at round 5. Nevertheless, thoroughly worthwhile. Thanks Sue for the score keeping.

Contestant	Rd1	Rd2	Rd3	Rd4	Rd5	Total
Jim	1000	989	1000	1000	1000	4989
John R	338	1000	793	683	974	3788

And remember....

Experience is something you don't get until just after you need it.

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