

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

June 2017.



Alan Lorz with his MXSR. 20cc 2 stroke power.

A bit of helpful weather and a group of willing members during the first week of June, and the old field was farewellled and the new flying field transformed. It seemed to happen very quickly in the end, but in fact took two days of lifting and toting, to get the job done.



The lads get into it and the shed starts to lay down.

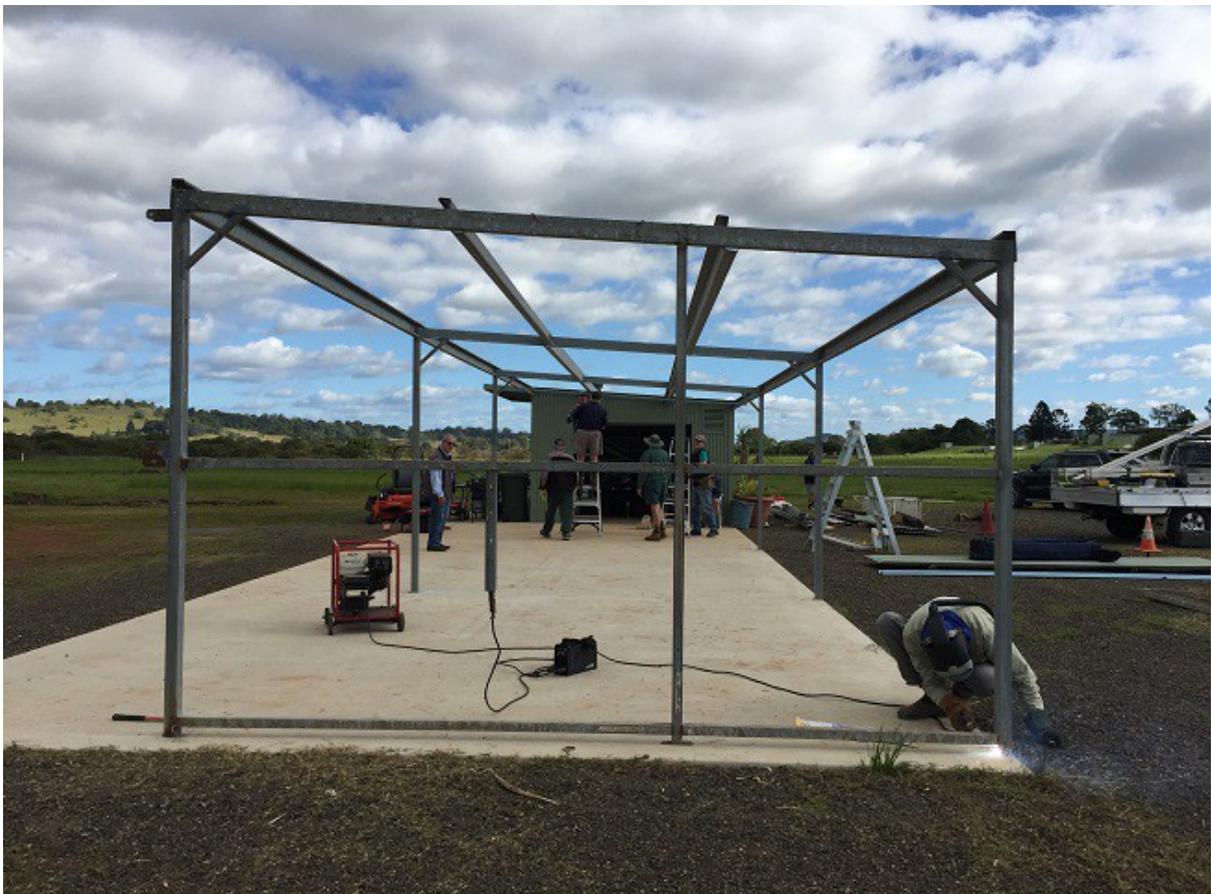
With Jamie and Phil wielding the power tools and Craig and Warren on the spanners, the shade area was down and dismantled in short time. As the frame came down and the shelves and cupboards were removed, another group were loading trailers and utes with the contents of the container and shifting the sundry smaller items to their new home at the Wyrallah Road field.

While this happened, new member Robert Hammond, backed his table top tow truck in and loaded the shade area sections, sleepers, and whatever else he could fit, onto the back for the short trip south. By about lunchtime there was little remaining, save for the now empty container and the old toilet. Attention turned to the new field for stage two.

The re-assembly went quite smoothly, thanks to good planning and a willingness to get the job done. The roof had been unsheeted and stacked in order, so re-roofing was a matter of passing the pieces off the stack and handing them up for securing. A bit of a trim and the job sailed along without a hitch.



All on the ground and ready to load.



Re-assembled and in place, the uprights are welded to the footplates, set into the slab.



Jamie Z. did a sterling job of organising the move and re-erecting the shade structure.





The last of the old field being loaded onto the trailer.

Now, with the windsock saluting, the new flying field is open and ready.



Gorgeous winter sun shone down on the field in early June as the club met at the Wyrallah road field for the AGM, the first meeting to be held at the new site.



A sunny, and a tad chilly day for the AGM and a pleasant flying session afterwards.

The meeting flowed along nicely and the new executive and committee was duly elected for the coming 12 months. Jamie Z. accepted the nomination for president, with Phil C. again taking on the secretary's position and John R. agreed to once again fill the role of treasurer. The committee will be Nigel V., Jim R. and James S. Congratulations to those men.

With a gentle breeze wafting down the centre of the strip, conditions were perfect for Phil to tow aloft the beautiful scale Blanik glider of Craig Thomas. Although there was a small problem with the towline release, the glider action kept many of those present staring skyward as the Blanik drifted above the field, escorted by about 10 or so brown Kites. The birds seemed to be enjoying the spectacle as much as the members.



Phil's VH-Tow did the job of hauling the Blanik into the blue.



Mystery plane.



Last month's mystery plane had a few members scratching their heads. Col Parkes correctly identified the Airco DH5.

Designed by Geoffery De Havilland as a single seat fighter, it featured a staggerwing concept to allow better pilot visibility but was found to be inferior to previous fighters and was soon replaced by the SE5A.

This month is a civilian model for a change. A 4 seater aircraft built in the 1960s. (The rego has been blanked out so as not to aid with identification.)

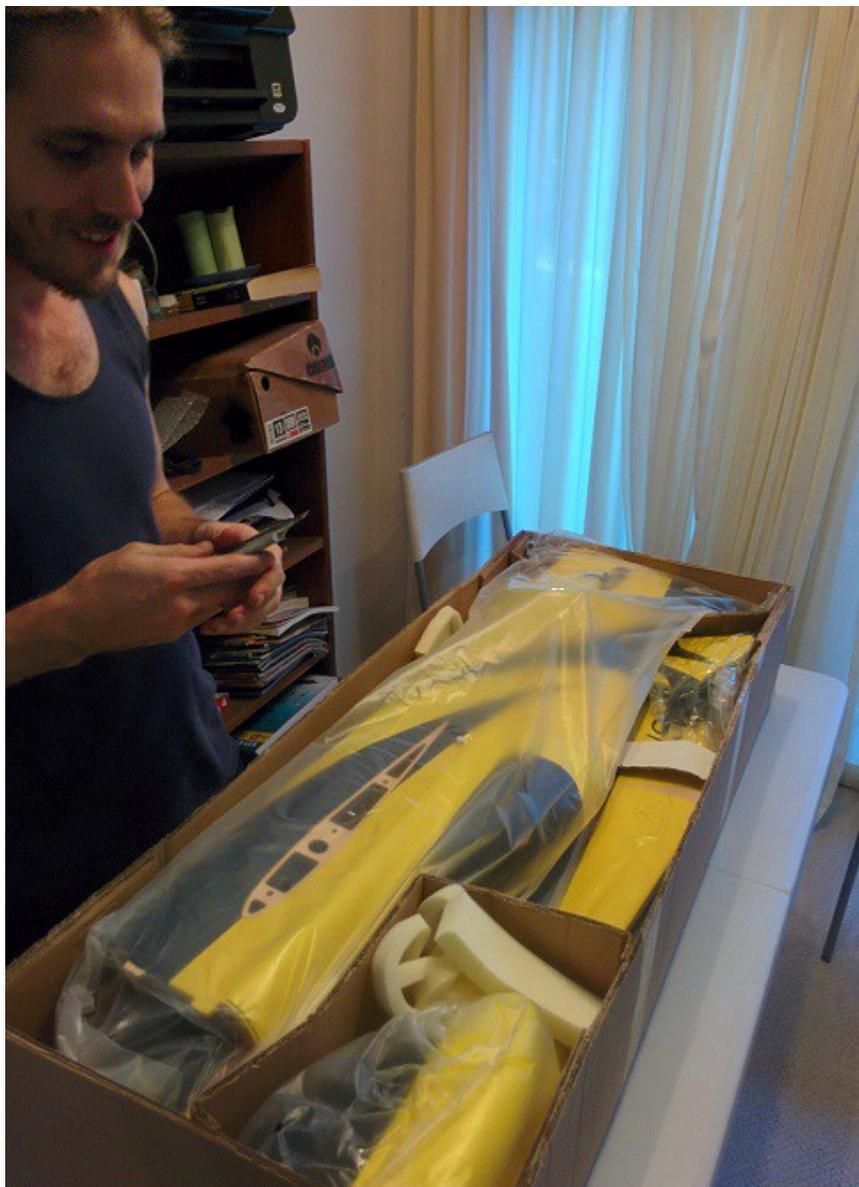


The MXS-R

This month's cover shot is Alan Lorz with his MXS-R 3D. In Alan's words....

“I first saw the plane on Hobby King and after a bit of Internet searching I ordered the plane from a site called ZY hobby. A couple of other companies make the exact same plane but this was by far the cheapest and the quality wasn't too bad. It was missing instructions but I found some on the net for similar planes.

It came with CA hinges but, for improved reliability, I installed pinned hinges. It was also missing a face plate to fit over the fire wall and it was missing a drill guide template for the engine mount. I think they assume that everybody will want to run electric motors now.”



An excited Alan checks out all of those lovely bits and pieces in the box.

And remember,

82.73% of all statistics are made up on the spot.

Wing Span:
64in/1625mm

Wing Area:
50.1sq.cm

Length: 59
in/1500mm

Flying Weight:
4300g ?

Engine: DLE
20CC Gas

Servo: 6x Hitec
HS-5985MG



Assembly was pretty straight forward.

(Below) Looking good at the field and ready to go.



An interesting aviation story.

Tearing through the skies above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience.

But this stirring image holds a further poignancy – for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating



her time as one of the 'Ata-girls', the select gang of female pilots who flew Britain's fighters during the war.

And over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.

'Wizard, this is wizard!' yelled the delighted centenarian through her intercom.

Centenarian Mary Ellis-"Spitfire"

Mary was handed the controls of the 275mph twin-seater as it swooped over West Sussex. After about 15 minutes, she turned for home, and told her co-pilot Matt Jones: 'Goodwood on the nose, you have control...'. Then she settled back to enjoy the ride back to base. Earlier, Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944, and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she



signed the cockpit, scrawling her maiden name Wilkins and the initials ATA.

Mrs Ellis looked back over her left shoulder and glanced at the aircraft she once flew. Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues.

As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber. After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her.

It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.

Mrs Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boulton Flight Academy.

Fourteen of her fellow ATA female flyers lost their lives, including aviation pioneer Amy Johnson.

Mary – who to this day needs no spectacles, nor a walking stick – was one of the last six women serving in the ATA when it disbanded after the war. She remained a private pilot and then became managing director of Sandown Airport on the Isle of Wight. She married Don Ellis, a fellow pilot, in 1961, but was widowed in 2009. Matt Jones, who flies Spitfires for Goodwood-based Boulton Flight Academy, reunited Mary with MV154 after first meeting her in 2015. He conspired with the plane's current owner, pilot Maxi Gainza, to bring it to the UK from its base in Bremgarten, Germany.

He said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear. She pointed us towards Thorney Island, up through the Witterings, flew on to Selsey Bill and then Bognor Regis, never losing a foot of altitude.

'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'





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