

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

July 2017.



The Quaker Flash.

A 1937 design. This model was the result of the Quaker Oats company sponsoring a model design competition in an effort to foster aviation.

2017- 18 club fees are now overdue.

Our next get together will be a general meeting.

SUNDAY, August 6th.

9.00A.M. Start.

Followed by

E-Glider competition and general flying

News in brief

A little more improvement to the field when the working bee early in July saw a good turnout and good weather. A huge mound of metal dust greeted members on arrival but with willing shovels and wheel barrows, rakes and good old grunt, the mound was soon a large flat and dry area, extending from the pit area to the pilot's box. Members flying later in the week would have surely appreciated not having to tip toe through slippery mud while carrying their models out

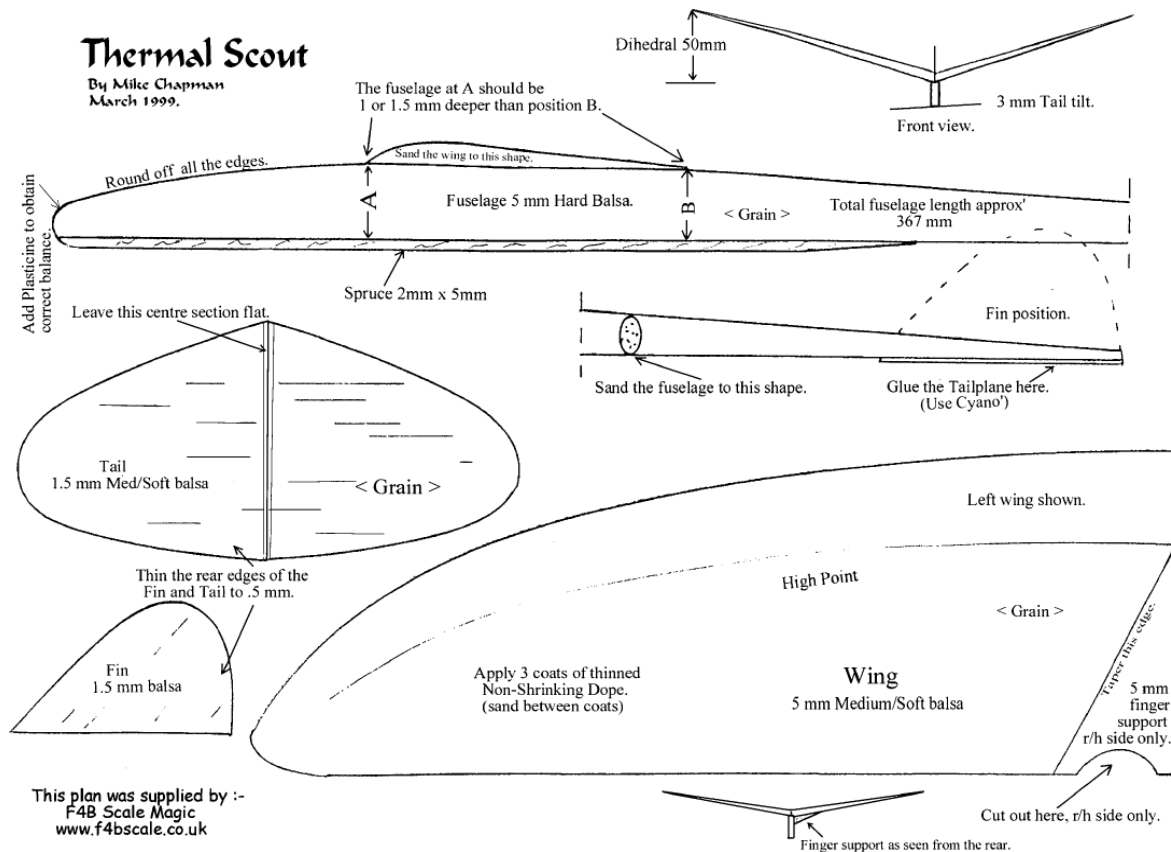


to the flight line. While the gravel spreading went on, the noise of a chainsaw echoed from the edge of the runway as several large Coral trees were removed. A huge thank you to all of the members who made it to the field and put in such a big effort.

***How many shovel fulls to the tonne?
Bloody lots!***

There has been a bit of interest lately among the mid week flyers, in chuck gliders. Occasionally one of our members displays a little more energy than usual, and hurls one of these quick builds into the air just to see how far it might go. As happens, the audience sit in judgement and eventually an audience member will build one of their own, just to show how it's done. Turns into lots of fun.

So, if the weather is a bit off putting for a day's flying, or TV becomes repeats of re-runs of encores, why not spend a few minutes in the shed and do a bit of carving. It can be very theraputic and, when you launch your creation, you may even gain the unofficial title of the best tosser in the club.



LMFC supports the Scouts.

Tent city at Casino aerodrome became home for the scouting boys and girls over the weekend.

LMFC stalwarts James Spencer, Neil Clifford, Garry Henderson-Smith, Col Parkes and John Roche did a sterling job of community service in supporting the Scouts, who were having an aviation weekend at Casino on the 24th -25th of June.



Not just the scouts but parents as well showed plenty of interest in our models.

Most scouts came from the Northern Rivers area although some had come from the Camden Air Scout troop. There were around 100 scouts camped there, with many adult leaders and parents. We handled three main groups of scouts and parents, informing them on “how a plane flys”, answering questions, showing our planes off and talking about aeromodelling. The scouts, both boys and girls, were mostly keen to learn, polite and appreciative. They were sitting an aeronautical test on the Sunday, and I am sure we helped many get their badge. Well done to the LMFC crew, and we all had fun to boot.



This group were called the Hurricanes, so they all posed for a photo with Jame's Hurricane centre stage. They also gave us a rousing "Thank You" war cry.

James discovered just how hard a lecturer's life can be.



Trouble making Z bends?

Grab a pair of ordinary pliers and, using a dremel or a file, cut an appropriate sized groove into one of the jaws.

Make a simple right angle bend in your wire and then place the "L" into the groove and bend the second part of your Z.



Simple to make and economical, compared to production Z bend pliers.



“Some of those former control line fans are real die-hards!”

There's been plenty of mid week action whenever weather has permitted. These Tuesday and Wednesday sessions don't just keep members flying, but also provide a great social get together.

A good selection of scale models caught between flights.

At these fly days it's fly for 10 minutes and then discuss models for 20 minutes, then fly for 10 minutes and compare notes on modelling in general for another 20 minutes. A few more flights and off to the coffee shop to solve the world's problems. Great stuff!



Sports planes also get a bit of air time.



A couple of “Old Timers” sit awaiting the next flight. (The planes look a bit old school as well)



Warren and Tony unloading Tony's Super 60, a Keilkraft design from the '70s

*Tony's beautiful electric
Margarita. Turnigy G15
motor.
This is an ARF version of the
well known Sig model,
Seniorita*



And remember.....

Borrow money from pessimists -- they don't expect it back.

July, an interesting month in aviation.

Among many other firsts in aviation, July gave us these few milestones.....

1 July 1872 (France) — *Louis Blériot, the pioneer aviator who made the world's first airplane flight across the English Channel, is born in Cambrai, France. After experimenting first with gliders, he designed and built his own monoplane with a 25-hp engine, which took him across the channel.*

20 July 1969 (Moon) — *Neil Armstrong lands the lunar module “Eagle” on the surface of the moon. His immortal first words were, “that's one small step for man, one giant leap for mankind.” USAF Colonel “Buzz” Aldrin joins Neil Armstrong on the surface of the moon while USAF Lt. Colonel Mike Collins remains in orbit.*

31 July 1952 (USA) — *The First transatlantic helicopter flight when Capt. Vincent H. McGovern and 1st Lt. Harold W. Moore piloted two Sikorsky H-19's from Westover, Mass., to Prestwick, Scotland (3,410 mi). Trip was made in five stops, with a flying time of 42 hr., 25 min. (15-31 July 1952).*



One of our junior members, Bosko, carries his Hobbyzone Cub back from the flightline. Bosko has become a very competent flier in a short time and throws his model around the sky with a natural skill. Watch out for his next model. Well done Bosko!



A group of Rod Mison built planes. John Morgan's Quaker with Rod's Redskin and Mamselle.

Putting the photos of the old timer aircraft and the junior member close together got me thinking about how most of us got started in the hobby. The old timer models were being built and flown when radio control was an expensive fantasy, decades in the future, but those early designs were the fore-runners of today's planes, and that makes us yesterday's Juniors.

The aspects that attract people to modelling are manifold. For some it is the pleasure of designing and flying your own creation, while for others it's the pure thrill and mystery of flight.

It becomes a great pleasure for many of us to watch another generation glance up at a circling or looping model and think, "I can do that. I want to do that!" Some of our senior members can recall seeing these early models out and about for the first time and remember their own fascination and enthusiasm. Lets hope some of today's juniors can have their own pleasureable recollections.



*Not much makes a bloke happier than a new model. John, with his Quaker Flash.
Wingspan 65" ... this is the span for the American 'Flash' version..*

*Weight 1.24 kg
Motor. 3536 1300kv Turnigy
Battery. 2200 3 cell
Prop. 9" x 6" (At the moment)*

And Remember.....

With shopping centres, if you've seen one, you've seen a mall.

Here are some interesting aviation facts...

KLM is the world's oldest airline, established in 1919

Qantas is the second oldest airline, established in 1920

An aircraft takes off or lands every 37 seconds at Chicago O'hare International Airport

Travelling by air can shed up to 1.5 litres of water from the body during an average 3 hour flight

Lufthansa is the world's largest single purchaser of caviar, buying over 10 tons per year

The Boeing 747 wing-span (195 feet) is longer than the Wright Brothers first flight of 120ft

The world-wide 747 fleet has logged more than 78 billion kilometres, equivalent to 101,500 trips to the moon and back

At any given hour there are over 61,000 people airborne over the USA

Did you know Qantas invented business class in 1979?

Sydney to Dallas on Qantas A380 is the world's longest flight by distance

The average 747 has between 240-280 kilometres of wiring

In the U.S.A., over two million passengers board over 30,000 flights each day

Pilots and co-pilots are required to eat different meals in case of food poisoning



Mystery plane

This month's quiz plane should be a bit easier to identify. It has a distinctive elevator layout.



Last month's offering was a bit more difficult, but not for Graham Gilliver and Neil Clifford. Well spotted boys.

It was the Beagle Airedale, 4 seater. Beagle bought the Auster company in 1960 and the Auster D8 was under development. The Airedale was basically the Auster D8, finished and marketed by Beagle. It was Beagle's first release following the Auster takeover.



With the aim of keeping the newsletter both interesting and relevant for members, I would like everyone to consider sending a photo or two of their models, projects etc. I think you might be surprised to find that your project, tip or trick can be very informative to others.

I know there are a few models being built or repaired, home built assembly tables, workbenches, tools and so on out there. How about a few lines and a pic to let the world know what you may be up to?



And the final shot, taken by Bosko's Grandmum Jill, shows Phil C's 3D model being checked out by an inquisitive local. No harm done to the model or the bird.



Welcome to all of our 2017-18 members.

Ainsworth David	Bailey Rod	Clifford Neil	Coull Warren
Flatley Terry	Philip Crandon	Crandon David	Evans Tony
Gallagher Paul	Hammond Robert	Heilbronn Russel	Henderson-Smith Garry
Johnson Scott	Leach Stan	Lorz Alan	Low Lindsay
MacKenzie William	Meggs Tony	Mills Trevor	Mison Rodney
Morgan Brett	Morgan John	Newman Philip	Parker William
Parkes Colin	Partridge Bob	Peck Stan	Piccolter Bosko
Riley Matthew Scully	Roche John	Romer Jim	Santander Julio
Michael	Spencer Greg	Spencer James	Ross Thomas
Thomas Craig	Towns Max	Towns Warren	Tracey Paul
Virtue Scott	Virtue Nigel	Zambelli Jamie	

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