

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

September 2017.



This kaleidoscope of models shows just some of the flightline at this year's British Large Model show, held at R.A.F Cosford. Lyndsay Low had the good fortune of visiting the show during his recent holiday in the U.K.

**Please remember,
our next meeting is the SECOND Sunday of the month.**

SUNDAY, OCTOBER 8TH.

9.00A.M. Start.

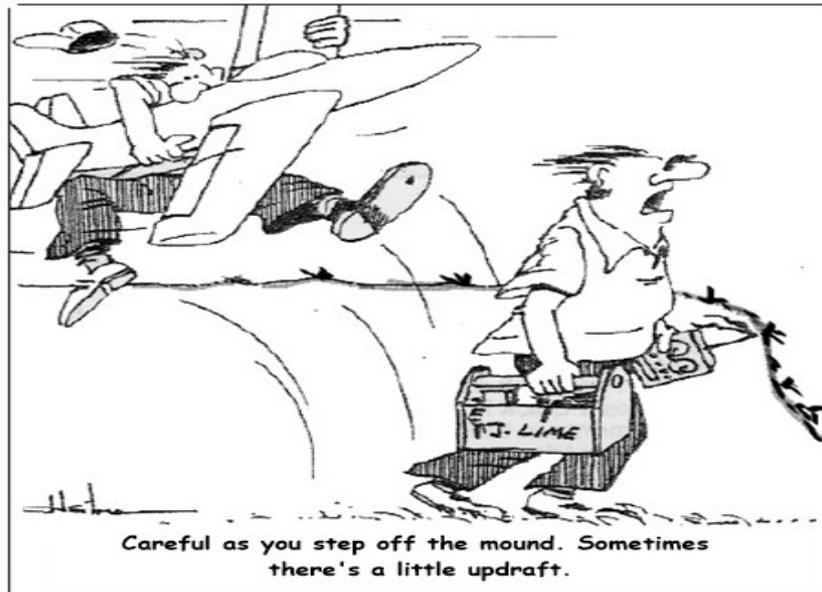
News in brief

You'll find quite a scary photo below, showing a regular SUV, similar to the type many of us drive, parked at a flying field that looks quite a lot like ours and it could be any day at the LMFC field. The big difference is that, unlike any vehicles at our field so far, this car is in flames, about to be totally destroyed, along with whatever contents there may be inside.

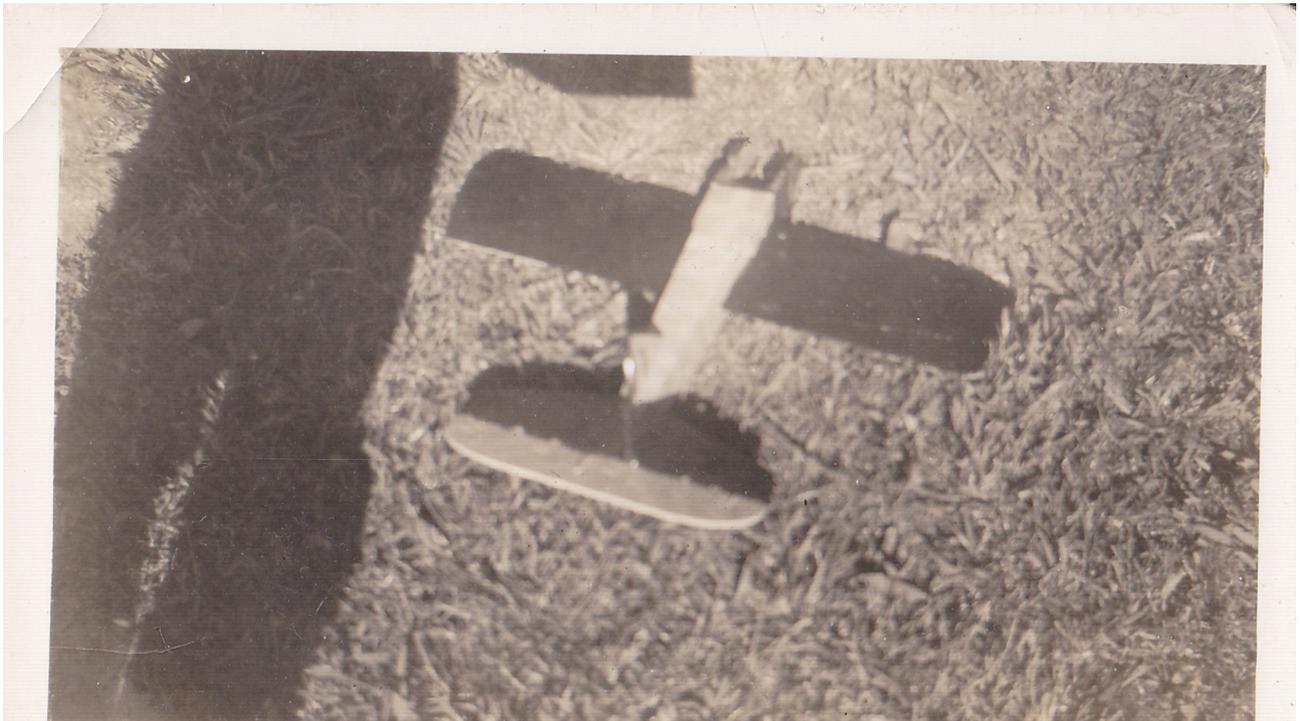
Advances in battery technology mean that almost every model flyer now uses Lipo batteries, and normally without incident. But every now and then freak accidents happen and many times in the aftermath of these incidents it is discovered that a few simple safety procedures weren't being followed.

Lipo batteries can be dangerous if mis-used or simple safety ignored. There is much information on the net describing the safe procedure for handling, storage and charging of Lipos. Apart from your car and models, your own safety is worth protecting, so it may be worthwhile having a look.





A snapshot from the past. Bob Partridge purchased this control liner from Hobbyco in Sydney, sometime around 1965. Powered by a Taipan 2.5 Diesel, this helped attract another model flyer into a lifetime hobby.



Lyndsay Low's trip to the UK recently, coincided with the Cosford Large Model Rally, held at R.A.F. Cosford. Lyndsay had access to the grassed pit area and captured these photos. Enough to make a grown modeller drool. (See below.)

This DR1 looks to be about 1/2 scale. Wonder what the owner uses to transport it.



The cold war Vulcan bomber. This particular one is a very popular model at shows around England.



Above is another of the cold war aircraft, the English Electric Lightning.

Below, the more modern BAE Hawk.



James Spencer has been putting time in the workshop again. The Butterfly is a kit from Great Planes. At 110 inch span, the original polyhedral wing was straightened and modified to include ailerons. The nose was lengthened by 50 mil, which enabled the removal of 80 grams of lead.



Powered by a Turnigy 3542 1100 kv, a 9 x 6 prop and a 40 amp turnigy plush speed controller on 3 cell, 2200 lipo.

What better decoration for the Butterfly wing, the Ulysses Blue. A gentle floater.

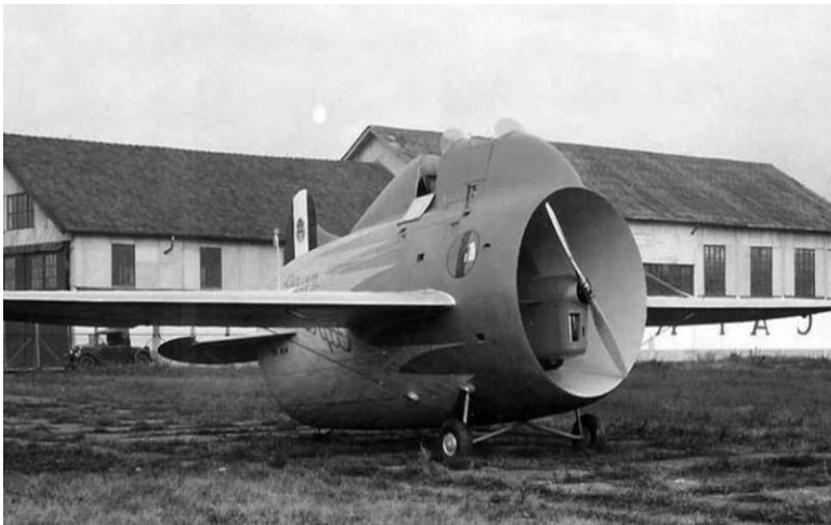


Mystery plane.



This should be easy. A well known British bomber from WW2.

Last month's offering was the Stipa-Caproni, a replica of which was flown in Australia by Lynne Zircoli. The plane was an early experiment in ducted fan power.





Not quite the wind induced accidents that we sometimes see at the field.

Early detection of skin cancer

It's that time again when the ultra-violet rays beam down, and only mad dogs and model flyers go out in the noon day sun. We should always protect ourselves and be checked regularly.

Most skin cancers can be successfully treated if they are found early. However, if left untreated skin cancer can be fatal.



Most skin cancers can be successfully treated if they are found early. However, left untreated, skin cancer can be fatal.

It's important to get to know your skin and what is normal for you so changes will be noticed quickly. Don't rely on an annual skin check to detect suspicious spots.

People should become familiar with their skin – not just sun-exposed areas. If you notice anything unusual, including any change in shape, colour or size of a spot, or the development of a new spot, visit your general practitioner (GP) as soon as possible.

What is skin cancer?

Skin cancers form when skin cells are damaged by ultraviolet (UV) radiation penetrating the skin.

There are three main types of skin cancer:

Basal cell carcinoma (BCC)

This is the most common, least dangerous form of skin cancer. BCCs grow slowly, usually on the head, neck and upper torso. They may:

- appear as a lump or dry, scaly area**
- be red, pale or pearly in colour**
- ulcerate as it grows, or appear as a sore that fails to heal completely or heals but then breaks down again.**

Squamous cell carcinoma (SCC)

These are less common than BCC but may spread to other parts of the body if untreated. SCCs grow over some months and appear on skin most often exposed to the sun. They may:

- be a thickened, red, scaly spot**
- bleed easily, crust and ulcerate.**

Melanoma

Melanomas can be life-threatening in as little as six weeks if left untreated. Untreated, it can also spread to other parts of the body. Melanoma can also appear on skin not typically exposed to the sun, such as the inner thigh or underarm.

The new field is looking very good as we enter Summer. Jamie has organised more fill and levelling while the dry weather allows machinery onto the strip area. At the September meeting a consensus was reached on the final location of the new water tank and toilet.

Bill Mackenzie has aquired a trailer frame and will mount the new toilet on wheels to make it easier to move, should the need arise. It was decided to re-locate the toilet to an area nearer the shed, on the car park level.

The water tank will be moved to the rear of the shed, closer to the proposed canteen area, allowing water to be utilised for a wash area at the southern end of the building.

Regular watering of the strip currently has our grassed area looking very green and new growth is appearing all of the time.

We kept telling them, "Don't do it, it will just teach them bad habits."

But the Maggies wouldn't listen and they kept taking the scraps. Now the've taught the humans to offer food every time they land.



***I read that 4,153,237 people got married last year.
Not to cause any trouble, but shouldn't that be an even
number?***

Funny thing....

After seeing the included photo of the burning car at the model field and reading about the possible risks with Lipos, I decided to have a closer look at my home contents insurance and found the following wording in exclusions.

“does not include any model aircraft that has a wingspan that exceeds 150 centimetres,

does not include any aircraft that has a total weight in excess of 2 kilograms, including anything in, on or attached to the aircraft (for example, a camera or gimbal),

does not include any aircraft that costs more than \$1,500 when new, including anything in, on or attached to the aircraft,”

That excludes a few of my models, including the old timer and the ¼ scale Tiger Moth. They will have to be listed as extras on the policy, if I want full coverage. The more interesting item that I found while checking the product disclosure was this gem..

“Hole in one

If you score a hole in one while playing golf we will pay you \$100 only if: you were competing in an officially organised club competition,

the golf course is more than 4,500 metres in length,

you provide our claims staff with written confirmation of your hole in one signed by the secretary or manager of the golf club, and you are not a professional golfer.”

I rang the company to check on this and was told that this is a legitimate clause and that I could claim at anytime that I score a hole in one, under the terms of the policy, but I couldn't claim for a model plane with a wingspan of 61". I don't know why the golfing payout is in the standard policy, and neither did the company rep that I asked.

Orange Receiver Fail safe. (John Roche)

Correctly setting failsafe on OrangeRX DSM2 receivers

This is not a well-documented Orange feature, yet may save your plane one day in a brownout or signal loss. If you want all channels to go to some specific positions on signal lost, you should bind the receiver in the following way:

- Tx & Rx off
- Plug the bind plug into the Rx

- power up the Rx -> flashes rapidly
- Remove the bind plug -> Rx keeps flashing, but more slowly
- Now switch on the Tx in bind mode with the sticks at your desired positions. You may set for no throttle and straight and level flight, or you may set up "crow" with your ailerons / flaps to get slower gliding. This is called "Preset failsafe" mode. Wait for your Tx & Rx to clearly bind. Turn off the Tx and power down the Rx. All done.

However, if you don't remove the bind plug before switching on the TX, then at some time of future signal loss only the throttle will move to zero and all other channels will stay where they were at that time, so if you were banking and/or diving your plane then the movement will be magnified. This is called "Hold Last Command" mode.

This has only been tested using a Spektrum radio and Orange DSM2 Rx, so you may wish to test it on your own Tx & Rx. Hope this helps.



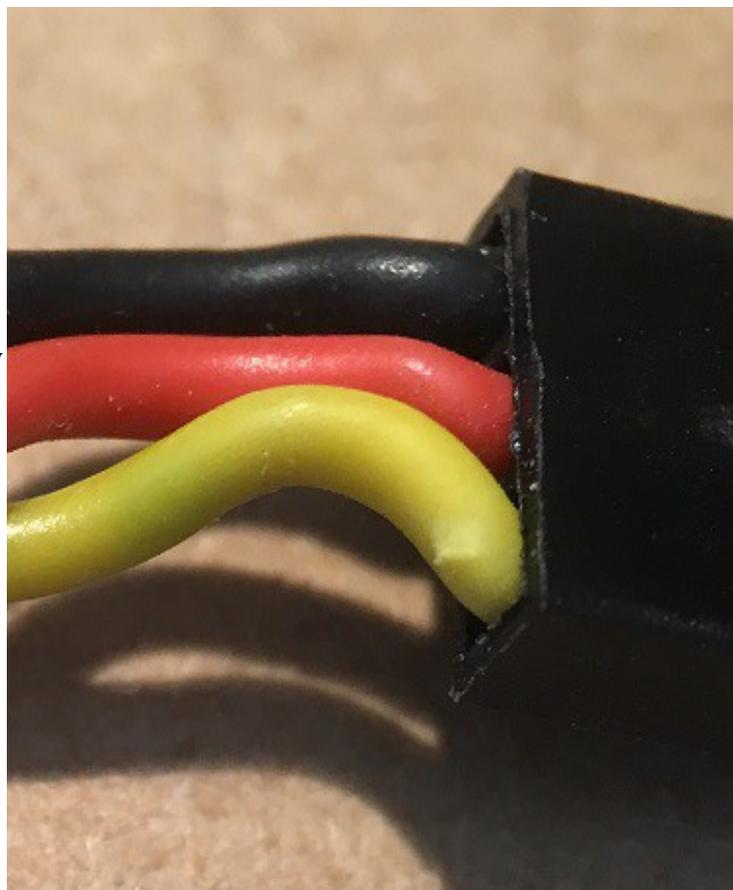
Safety check.

The photo below is a close up of a standard serv connector, relatively new that was attached to a modeller's aileron servo. The aileron in question displayed an intermittent failure and inspection of the servo extension lead showed that the signal wire (Yellow) had not connected properly and was slipping out of contact as it was inserted.

This kind of fault was discovered on the models of several other members and in a short time, 3 servo leads were found to need replacement on various models.

The servo extension lead is usually plugged in and out many times, and normally without incident, but see in the picture how the yellow wire has a small loop as it exits the plastic housing.

Most model flyers will check their planes before flying, but a check of these type of regularly used joints might warrant a closer inspection.



I must pass on my thanks to all of this month's contributors. John R, Phil C, James S, Bob P. John M and especially Lyndsay L. for those wonderful pictures from the Cosford event.

I doubt anyone reads this bit at the end, but here we go anyway. The Lismore Model Flying club newsletter is a publication of the Lismore Model Flying Club (LMFC). The club membership assumes no responsibility for any information contained herein. Most of it is bollocks anyway. Unless otherwise stated, maintenance and/or modification procedures herein are not “ Factory Approved “ and their use may void manufacturer warranties. Ideas and opinions are those of the contributors, and no authentication or approval is implied by the editors, publishers or the LMFC, who assume no liability for the information contained herein. So there!