

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

November 2017.



*I'm sure that we've all heard the expression, "Pigs might fly".
Later in this issue you can see that it's true, as one of the members reveals one of
his favourite model planes making a comeback.*

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

SUNDAY, December 10th.

9.00A.M. Start.

News in brief

It's satisfying to have a few of the members having a go at the mystery aircraft in the newsletter. Last month's example was made a little easier with a nice clue, courtesy of a website link in the same newsletter. Hopefully no one will get in Dutch trying to identify this month's.

Great to see more new models flying off the drawing board. Some plug' n' play and some traditional builds.

Fortunately for me, some members are sharing their projects in these pages. I reckon there may be more out there, so why not take a few pictures or jot a few lines, send it over and show other members what you're up to.

Later in this mail out are some great shots of the field, a kind of "then and now" comparison. It shows just how much the runway has improved in a short time, thanks to nature and a fair bit of hard work by members.

Once again, thank you to all of the members who have contributed photos and articles for this month. Please keep it up.

This month in 1907....



10 November 1907 (France) — Louis Blériot introduces what will become the modern configuration of the airplane. His N°VII has an enclosed or covered fuselage, a single set of wings, a tail unit, and a propeller in front of the engine.

A little progress on my Britten-Norman Islander.

I haven't had as much workshop time as I would have liked this month but I did manage to get a couple of the smaller jobs done on the model. The steerable nose wheel was put on hold until an oleo leg that had been ordered weeks back, finally arrived. It turned out to be unsuitable for the model, Bugger!

A bit of wire bending, some trimming of brass and tubing and a few dabs of solder here and there, produced something close to what I needed to give me a bit of ground control, and it looks kinda scale-ish.



Another time consumer was the wing tip carving. I chose the BN2 model because the wing tip shape can be optional, but the upswept tips, I think, look a little more attractive than the plain old flat taper.



The empennage won't be fitted until after covering, as all of the control horns are internal and only one fitting is possible.

After selecting the appropriate motors I constructed simple ply box mountings and I just about have the wiring in place to allow speed controllers and connectors to be easily accessible in the fuselage. Who knows, it may even fly.

Witch one?

(with apologies to Willam Shakespeare)

“Double, double, toil and trouble.” No, not the witches from MacBeth, just the two Stans at work on another project. Stan Leach and Stan Peck decided to put together a flying witch.

It scared the wits out of the crows in the area of the new field. No wool of bat and tongue of dog with his one.



Hazel, sits alone in Stan's garage, contemplating her latest ride.



Stan Leach poses proudly with his new creation.



*It lives, it lives!
Stan P. helps Hazel aloft.*

Still in the final stages of trimming, this creation is another aspect of our wonderful hobby that helps to keep things interesting, and amusing.

No information was forthcoming from the builders regarding power for this one. Perhaps it's a dose of “Eye of newt and toe of frog” that gets this thing aloft.

Mystery Aircraft

Last month's plane was no mystery for most of you. Jim R. and Col P. recognised it, and a few picked up on the clue given by the Tony Meggs' website link.

*The Australian built
"Kangaroo" fighter, the CAC
CA-15.*



This month might be a little harder.



And always remember...

If at first you don't succeed, skydiving is not for you.



Courtesy of John Morgan.

Warren Town's DJI Mavic Pro.

This drone is definitely portable. It folds small enough to fit into a carry bag (83mm x 83mm x 198mm). Its legs and propellers fold underneath and to the side of the drone to form a compact package.

It's camera equipped with the same unit as the [Phantom 4 UAV](#). The camera is a 12MP camera that is capable of shooting [4k](#) videos at 24 frames per second (FPS).



*Warren holds the drone
rock steady for the
camera.*



The Mavic can fly at a top speed of 65 km/h (40 miles per hour (mph)) in sport mode.

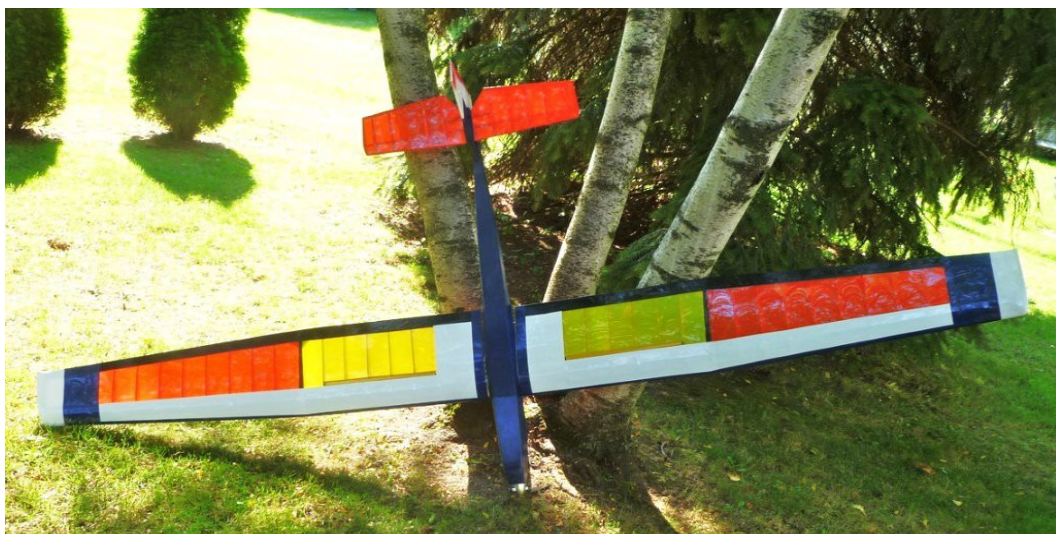
The drone uses Flight Autonomy technology to sense obstacles up to 49ft (15m) away and allows it to bypass them or brake to hover, reducing accidents.

The Mavic can easily stay aloft for up to 27minutes in zero wind.

The supplied controller is more compact than those for other DJI drones. It includes fold-out grips for smartphones and small tablets and has a built-in flight information display for flight without a smartphone or tablet.

John Morgan's Nostalgia bug.

Spotted in the rear of a car at the field, is John's new 100 inch Windrift glider. John has flown this particular model many times over the years, and this new rendition of an old and much loved plane, is shaping up to be another winning favourite.



A completed Windrifter. You can bet John's will looker nicer.

While updating his squadron. John decided to revive another old favourite, the Hog Bipe.



Motor is Rimfire 55 swinging a 15 x 8" prop with a 4000mah 5cell 50c LiPo giving the required urge.





It's a chunky model of about 7 lbs loaded... wing area is big, so wing loading is comfortably light.

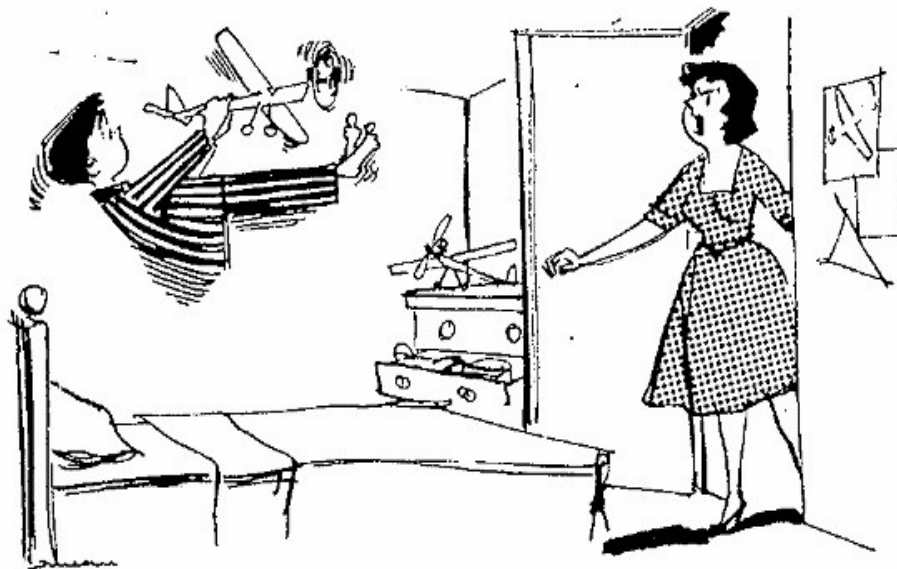


*Here the Hog shows its, ah, tail area. Well, I couldn't say "pig's b*m" could I?*



*Interesting to compare aerial views of the field.
These pictures (courtesy Bill Parker) were taken less than 12 months apart.*





'Bob, you turn off that Stunt 35 this instant and go to sleep!'

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.

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