



**Lismore
Model Flying Club
Mini Newsletter
September..2018**

A visit to Evans Head Aviation Museum.....



Organised by Neil; we were given a guided tour with good info we really had no idea about!

The F111 is REALLY BIG... bit of a shock up close!



The Caribou was a crawl around inside to get a feel for the capability of this great plane. Rusty rails inside a break from aluminium everything...

The bright RED MIG 15 looks factory fresh



Andrew's glow powered YAK was Maiden'd in the breezy conditions. Flew easily ... but wait there is more! He bought a trailer with two more models innit!



David Milburn now in sunny QLD, his latest venture, a Fairchild boxcar twin.. should be interesting to watch flying.

Some photos supplied by Phil of the Tamworth Scale Flyin...

Jamie supplied a beaut write up of the event, but I don't know how to move it to the newsletter yet.

Still learning Pages on an iPad! So will mail it separately..... some pix from Phil...



Windy day flying!?

Probably the difficult part is landing without undue damage...

Hand launching is fairly straight forward, ground take offs need to be pointed into wind, we all know that one.

With our mostly 2.4ghz radios, there is no long antenna to tie a thin ribbon to show the 'right now' wind direction, the wind sock is a fair distance away and may be a bit different to wind where the model is operating. Wind on our face helps to show direction and speed.

Landing will survive best when pointed straight into the wind... not always practical though! Landing close to ourselves reduces time to retrieve and prevent wind tossing the Model around.

In the air a side wind gust usually puts the wing vertical as the forces become equal.. yes it happens on full size aircraft too! Been there done that!

A dab of aileron or even rudder correction rectifies this..

So really the flying part isn't such a big worry for a model of moderate wing area. Floaters are not the best in wind.

A lot of dihedral in model use harks back to early model design and makes flying in wind more difficult. The need for dihedral nowadays has mostly been replaced by stabilisers.. AS3X being common now. Many others are used.

Stabilisers won't do much to counter gusting winds, that's a job for the pilots reflexes, more fun than drama really.

So really it all comes down to the choice of model and landing it! Landing.... best survival is by flying straight into the wind for lighter models. Heavy models are usually less affected. So for the light models a slowing down into the wind is how to have the model to fly again! Model choice? A near straight wing, nix to dihedral, yes a stabiliser will assist a bit. Enjoy!

What do these two biplanes have in common?



A Hawker fury, and a Grumman F3F? Put on your thinking caps for our next meeting.



James enjoys unusual flying wing gliders, and this is a good example, and yes it flies very well indeed!



So, did the little guy catch the Pterodactyl and put it on his shoulder too?

Yep, I'm going to get into trouble with this one! Jamie claims this is an ASG29 at 6 metres, and 13.4kg....

Jamies Report (attached by Web site Editor)

What a weekend, Phil and I went out to Tamworth for their annual scale rally. This is always a good event to go to with a top flying field and very friendly hosts. Saturday we were up early and out to the field as strong winds were forecast. By the time we set up, the flight line was opened and what a great morning it was, Phil and I both made the most of the perfect conditions that prevailed until lunchtime then the wind came. But no worries the roll up was that good that we had a chance to socialize and checkout the other models on display. The quality of the aeroplanes there was top notch, it was really enjoyable to checkout the scale details and workmanship on



display. Did I mention the mornings flying, how about a 1/3 scale Fokker triplane doing manoeuvres between 20-80 feet, very impressive, and me stall turning the Wilgerator too low and very nearly sending it to oblivion. The flying skills were very high and hey nothing ventured nothing gained. But thats the beauty of travelling to different club events you tend to raise the bar of your own flying skills.

Give it a try sometime, and thanks to TARMAC for a great weekend

Jamie Zambelli



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