

**LISMORE
FLYING**



**MODEL
CLUB**

NEWSLETTER

January 2011.



*Phil Crandon about to launch
Jamie Zambelli's new Explorer 3.5*

News In Brief.

Happy New Year to all and welcome to 2011. Let's hope that this year brings all of the members more of what they wish for.

January has provided a bit of improved weather and the field is looking pretty good considering the conditions of the past few months.

A lot of members have been out and it's always good to see so many at the field on the available flying days.



Ron See and his Shark electric, enjoying the January weather.

About the only problems over the holiday season were the drive belt breaking on the mower, several times, and some bugger cutting off and removing the chain and lock from the front gate. Local members ably and swiftly remedied all of these hiccups.

We finished last year with a well-attended Chrissy BBQ, although with the wet weather it was doubtful that we would have any events during

December. A break in the rain allowed the field to dry and Sunday dawned overcast but with the promise of a shower free day and gentle breezes, and that's what we got.



A few of the boys enjoying the "Mystery time flight". Note the long grass of the surrounds.

About 25 members rolled up and tried their hand at a few different fun events during the day. These ranged from the Mystery timed flight and the climb and glide to the popular bomb drop, where pilots were a bit off target and the surrounds were so wet that we lost all of our bombs in the long grass and the surface water that covered the outlying areas.

Then the BBQ was fired up and everyone enjoyed a brunch of BBQed meats and salad as well as their favourite beverage.

You do not need a parachute to skydive. You only need a parachute to skydive again.



Bill Mackenzie kept the tucker coming and the flyers fed.



All enjoyed lunch, with sweets being provided by some member's wives.

One of the events that proved popular was the golf ball drop, where pilots attempted to drop a ball onto a target by spilling their 'bomb' from a foam cup affixed to their model. The humour came not only from the bomb drop but the techniques used. These ranged from inverting the plane with ailerons, looping the model as it was over the target, through to a kind of reverse bungee move where the pilot suddenly dived toward the target so sharply that the plane fell away from under the ball. The safest place to be was standing on the target as golf balls then batteries rained



"Now, that ball has to be here somewhere." Another bomb lost in the wetlands.

down over the surrounding area, well short of the target disc.

There were balls belting off wings and tails, foam cups being destroyed but still the target sat untroubled while flyers almost gained hernias from so much laughter.



Jon Roche on a bombing run with his electric Corsair. Unusual placement of foam cup aided the balance of the plane.

The pilots took to the competition with fun but still wanted to be in on the huge range of prizes on offer. (Actually there was only the one.) All contestants were promised a new glider kit and rivalry was fierce as the planes flew sortie after sortie. At the end of the day the overall winner was John Roche who took home



Chris Spencer, who incidentally had his birthday on the day, was one of the more experimental pilots. He tried bouncing the ball out of the cup and swatting it with his wing, all to no avail.

a great set of driving lights for his car, courtesy of William Mackenzie, who had arranged the prize through one of his parts suppliers, Ingram's Electrical. The other flyers each received a glider kit as promised, albeit a 4-piece balsa chuck glider, and all finished the day with a smile and a good dose of genuine Christmas cheer.



John Roche with his early Christmas gift. John had a go in all of the fun fly events.



The club trainer on approach to the target with Neil Clifford at the bombsight.



A smiling Jim Romer assembling his prize of a brand new "glider kit".

With the wet weather keeping things a little quiet at the paddock a couple of more models are under construction. Below is John Morgan's way of sitting out the weather. Nice little model.



Wattsdog from RCME free plans.



Motor: Turnigy 2830B giving 209 watts
Battery: 11.1v x 1350 mah
Prop: 9 x 6e APC
Weighs: 22oz.616gms
Span: 42" x 8.25" chord
*climbs like a Tomboy but glides a little better.
 Good fun!*

And if you fancy doing some balsa bashing during the wet weather, you might enjoy this link to some free vintage and old-timer plans...
<http://www.rcgroups.com/forums/showthread.php?t=1265873>

The day when the visitor yelled "Quick, pull up" as Scott was doing an inverted low pass.



Neil Clifford with new member, Julio Santander. Teaching on the electric trainer has been very successful for novice pilots.

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Five easy steps for model flyers to protect their skin:-



1. Shade

The strength of UV radiation is highest in the four-hour period around noon: 10am to 2pm or, during daylight savings: 11am to 3pm. The best thing you can do for your skin is to avoid the sun during this period and seek shade. Plan your day.



2. Protective clothing

Wear clothing that covers as much skin as possible, especially your shoulders, arms and legs. The best forms of protective clothing are loose fitting, closely woven fabrics that cast a dense shadow when held up to the light.



3. Broad-brimmed hat

A hat with a brim of at least 7cm is a great way to protect not only the top of your head but also your neck, ears and face. These are parts of the body where skin cancer often occurs.



4. Sunglasses

The most effective way to protect your eyes is to wear sunglasses that meet the Australian Standard AS 1067 and wrap around the sides of the face. This way UVR doesn't reach your eyes.



5. Sunscreen

Used properly, sunscreens are effective in preventing sunburn. This means generously applying SPF30+ broad-spectrum sunscreen to your skin, 20 minutes before you head outdoors. Remember to re-apply every two hours.