



LISMORE MODEL FLYING CLUB NEWSLETTER

October 2010.



Scott Johnson had his 88" span Yak54 out for a play during October.

**Powered by a DLE 55 the model is a real eye catcher
and an exciting performer in Scott's skilful hands.**

News In Brief.

It must be Spring because most members are doing more yard work than flying. Early October rains ensured that there would be plenty of grass growth and, of course, weeds grow even better than grass and require more attention.

For those with the time and inclination to build scale, Neil Clifford has found the following web site, which might be useful, or at the very least, worth a look.

<http://www.russellw.com/photoalbum/default.asp>

You'll find a good variety of scale subjects and some very useful and detailed photos.



There has been a recent resurgence of interest in diesel power lately with several new r/c motors appearing at the field. John Morgan seems to have started something with his P.A.W. 1cc powered Tomboy and has plans for a slightly

larger old timer to take the bigger 1.5cc diesel. Col Parkes has several diesel engined planes, both R/C and control line, and a couple of other members will soon be joining the oily hand brigade, filling the air with the evocative scent of ether and castor oil.



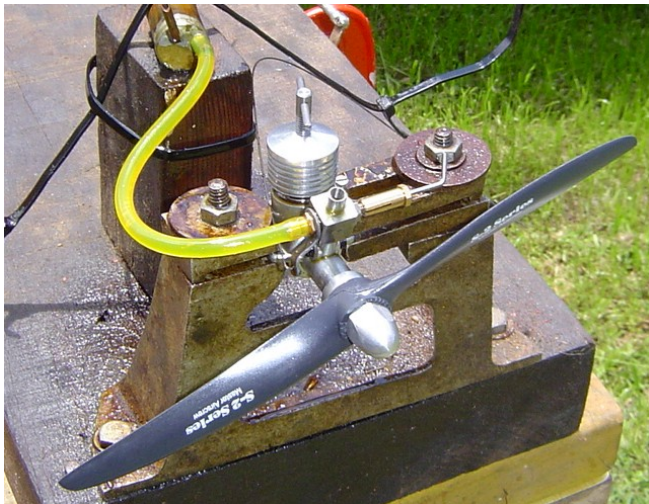
Col Parkes diesel powered Midboy. A well lubricated motor.

Among them is Bill Mackenzie who is mating a 1.5cc PAW to an ARF Rainbow, a plane usually sporting electric power. The combination should work well and may be a first.



John Morgan at work running in his new diesel.

I purchased a new 1cc to put into a ½ A old timer, the Dallaire Sportster which formerly ran a glow motor. Being new to diesel I plied the brains of a few of the club's, er... senior members, whose knowledge proved invaluable in setting up and running in my motor.



The diminutive PAW 1cc on the run-in bench.

This is just another facet of the sport like electric, gliding or glow power but one that has its roots firmly in the hobby's origins. Who knows, maybe we'll see a few control line models dusted off and brought to the field again.



The 1.5cc will happily pull 10,000 RPM with the correct prop.

Depth perception is a tricky thing for model flyers and can cause some

interesting events, like flying into fences and trees that apparently seemed further away from the model's flight path. At the LMFC field, a couple of planes have come down while flying at the Skyline road end and pilots have been surprised at just how far away the recovered craft has landed.

Members should be aware, that while flying in that area, just how far their plane is, and attempt to keep the model over the adjacent field and not as far out as Skyline road or the electricity sub station. Over flying that area could be very detrimental to the club's viability.



Pat Esterich with his new Cub electric. Pat is flying well under the tutelage of Neil Clifford and should be solo soon.

When the rains eased and Russell and Ron had done their magic with the mower and some well-placed fill, a lot of members took advantage of the conditions after a long break to get in some airtime. It's still inspiring to see the diversity of models sharing the field at the same time. Recently Scott Johnson had his 88" span Yak 54 out for a play and the combination of Scott's obvious

ability and the huge model's presence in the air meant he had to fly alone because the remainder of us wanted to sit back and enjoy the sight as the big model was put through its paces.



Scott's Yak during a knife edge pass.

Many of the regulars were out enjoying the belated Spring sunshine and the opportunity for a catch up social in the shelter, in between flights.



Trevor Watts, among several others, brought along a couple of models for the day, among them his Twister and the

Pilatus Porter, both ARF and both powered with Trevor's preferred Saito.



Trevor Watts firing up the Twister's Saito 56.



Col Parkes now finished the hard part of house moving, managed some recreational time with his Radian Glider.

All up a good month with the promise of some excellent flying ahead.

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. 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.