



“THE FLYER”

YARRA VALLEY AEROMODELLERS NEWSLETTER
June 2013

The Committee:

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Fernando Monge's Super Kaos coming in for landing at the Classic Aeros held at the YVA Field last month. Just one of several classic models from yester year to be seen...

It would be great to see a few more of our members come along to the next Classic Aeros day.

Next Meeting

Our next club meeting will be on the Monday 24th of June at the Red Earth Centre in Mooroolbark.

Newsletter now on our website at:- www.yarravalleyaeromodellers.com

WANTED

Any OS Brand Engines in good order or New.
Call Adrian Whiter 9739 6686 or 0419 535 460

Please send all For Sale and Wanted adds to me at hrcoleman66@gmail.com

The YVA Committee would like to acknowledge the generous and ongoing support of

Andrews Scale Models

20 Hewish Road
Croydon VIC 3136
Tel: 03 9723 1003

Email: enquiries@andrewsscalemodels.com.au

Scale Model Kits, ARFs, RC Radio Equipment. Spares, Balsa and Building Supplies.

If he hasn't got it, he will make every effort to get it in.

YVA Club Auction
August General Meeting
Bring all your bits and
bobs and make a quid

NOTICE

The Yarra Valley Aero Modellers Annual General Meeting will be held as part of the YVA General Meeting at the Red Earth Center - Brice Avenue, Mooroolbark Monday the 29th of July 2013.

Presidents Report



Welcome to this June edition of YVA news.

It comes on a sad note with the passing of one of our own, Prof John Bird. John was a keen aero modeller and was especially noted for his contributions in the development of UAV's and autonomous flying through his work at Monash

University. John was always keen to contribute wherever he could add value and did a tremendous job at capturing some of the history in Australian Aero modelling and the early developments of unmanned and radio controlled aircraft.

For those members whom were lucky enough to know John, they would always be treated to a positive and enthusiastic character with a willingness to offer help or advice no matter what the subject. John was also a constant contributor to the news letter with a wealth of information and usually some links to interesting information available on the web. John had some controversial moments in the club but his intentions were always genuine and always sort to strive in the development of technology. He treated us to many detailed presentations and gave us plenty to think about. John will be sadly missed.

(Right – John Bird)



New meeting facility

We had a terrific turn-out at the last meeting in our new home the “red earth centre” in Mooroolbark. The facility was packed with members and all seemed to work out well. Just in case you missed the last note, “The Red Earth Centre” in Brice Avenue , Mooroolbark. (see map and note the building stands alone near the playground) it is not located in the main community centre complex



Committee election coming in July

The AGM will be run in July as per previous years and we will be seeking to elect committee once again. If you have any aspirations towards becoming part of the committee please approach me to discuss this. Having said that I can confirm the current committee is willing to continue with some minor changes in positions.

Transmitter Certification

For those members still operating 36Mhz gear (and I am one of them) we will be seeking to invite Peter Cussions to the AGM for the by-annual radio check. Don't forget to make sure your tx is fully charged and ready to go.

Club Auction night August 26th

As per previous years we will hold our club auction on the night of the August meeting so bring along your gems or stuff that is just collecting dust and see if you can get some cash for it to spend on someone else's bits for sale.

Show and Tell

Many thanks to all those whom contributed to the show and tell at our last meeting. This is what the club is all about so please get involved and bring along your project to share with us at the next meeting.

Repairs to the club house deck

As I reported at the last club meeting Graham Jenner has completed repairs to the club house veranda and deck as the timber stumps and bearers have suffered with wet rot over the years. I was checking his work out last Sunday with Glenn Dunston. Great Job Graham , we got the right man on the job, thanks on behalf of all of us.

Membership renewal

Please make sure you get you membership form and fees back to us before the end of June. We have a large number of people on the waiting list and priority will be given to those members whom missed the close out date last year.

2013 holy Cow award

We are looking for nominations for the 2013 holy Cow award some if you have someone you can dobb in let us know.

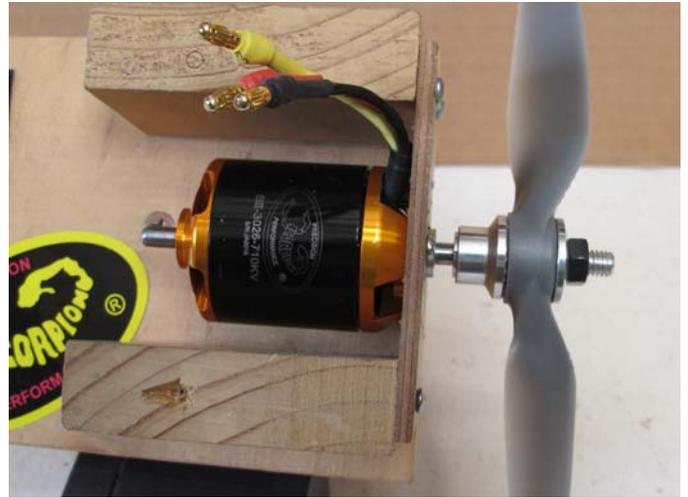
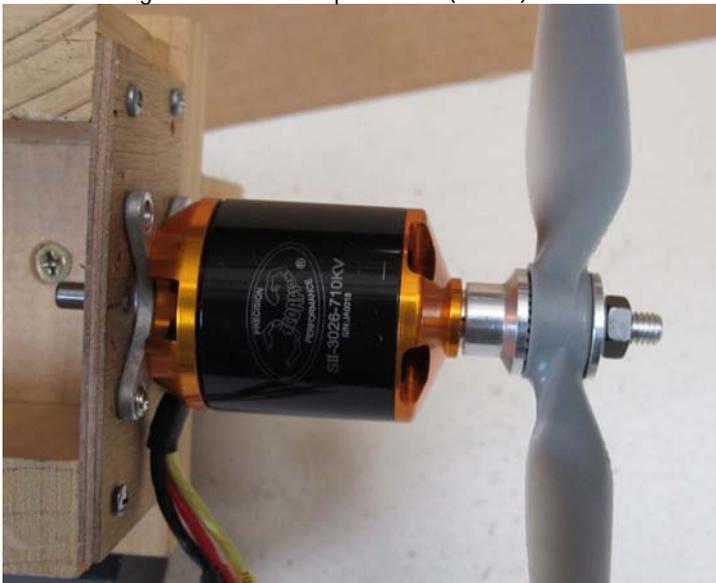
Inrunner, outrunners now two in one.

David Hipperson

I first encountered brushless motors for models in the mid-nineties when the German Actro outrunners made an appearance. These were lovely but expensive and difficult to get but oddly the first "cheap" brushless were inrunners from the Czechs with their Jeti Phasors. Then came the real leap shortly afterwards with the Axi 2820/10 outrunners. I still have a couple of these superbly built motors.

If there is a drawback to Outrunner design it is in that much of the load tends to be placed on a single main bearing. This is not a problem when we mount the motor conventionally with the shaft passing through some sort of bulkhead (Right). In this form the rotary loads from both the "can" and the prop assembly are, to some degree, balanced on each side of that bearing.

It has become very common however to use the bearing plate mounted on a spider at the rear thus leaving all of the rotary loads including the "can", prop assembly and even spinner at the furthest point from the bearing. Therefore it is imperative to balance all of those rotating items if to avoid problems. (Below)



Over a couple of years I have been using several of the MVVS inrunner/outrunners designed by Jiri Palicka who was the driving engineering force behind Axi motors. For those not familiar with these MVVS they combine the advantages of outrunners (more torque and usually bigger prop sizes) mated with the convenience and additional strength of an inrunner. Currently, MVVS have a range of fourteen motors in sizes up to near 1000 watts.

The inrunner/outrunner solves virtually all of the potential problems mentioned above as it acts like an outrunner but looks similar to a brushed "can" motor with hefty bearings at each end of the shaft thus improving both strength and balance. I am completely satisfied with these motors with the

only downside came in the relatively high cost particularly in comparison to the cost of Chinese outrunners where prices have dropped like the proverbial stone.

I am, therefore, greatly impressed with Turnigy who have come out with their own versions in what seems to be a very high standard. Turnigy have dipped their toe in the water, as it were, with possibly the four most popular sizes which copy exactly the basic specs from MVVS. The difference you will find being the prices which, to me, are negligible with a maximum cost of \$35 for the 850 watt size. The omission of the built in fan from MVVS I feel is a shame but should not be too much of a problem as cooling on both is first rate. (photo3). Is the Turnigy as good? Without extensive testing I honestly can't tell but the MVVS really does run like silk whereas the Turnigy is (merely?) good but then of course the Turnigy is less than 1/3rd of the price.



Time will tell whether Turnigy will pursue this course and how people take to these motors. Personally I'm sufficiently impressed to have bought a couple and one should not be put off by the description suggesting that the main use is for electric sailplanes as these can be used in "power" models. Typically I already use MVVS motors on models as diverse as my Fun Cub and my Lanzo Bomber old timer. One of these Turnigy motors is going into an aerobatic model.

Editors/Secretaries Note:

Welcome to Edition 3 of The Flyer. A slim volume this one, but next month should make up for it.

One of the reasons that it's slim is that only one of the show and tell contributors from last month's meeting has bothered to write a paragraph to go along with the photos I took of the items.

And the deal is, that you must provide us with a paragraph for the news letter if you want the photos to go in the news letter. If I get paragraphs from the rest for next month's edition then they will all get published.

Cheers and till next month,

Hugh

Show and Tell



This is the Dogfighter 1, a model of the flying side car as seen in the Wallace and Grommit movie, "A Close Shave". Features include built in crash protection (it's made of Styrene) and a nose mounted porridge gun.

It was built to compete in this years VMAA Trophy "Most Unusual" event. The model (and pilot Adrian) came second after stalling from about 100 feet and spiralling into the ground. Fortunately, the crash protection worked and there was very little damage. Nevertheless, the model is now relegated to display only as it has not been able to attain a new airworthy certificate.

YVA General meeting Minutes

Date: 29-03-13
Time: [8:05PM]
Location: LILYDALE Aero club rooms

Attendees as per the registration book 0

Agenda

1. **Welcome** to members and acknowledge Visitors and guests

Wes Hofman, Dieter Prussner, Keith Ellisdon.

Jon Welcomed members to the first meeting at our new meeting venue – The Red Earth Centre.

Apologies

Dave Nichols, Steve Powell, Daniel Wheeler, David Gibbs, Ken Wallace.

2. Previous Minutes acceptance.

Ken White, Bob Edwards.

3. Correspondence in/out

Letter from VMAA re this year's fee structure.

4. Treasures report

Club Cheque Account - \$5,746.64

Money Extra - \$3,848.90

5. General Business

Thanks to Graham Jenner – Fixing of the Club House Decking.

Note re membership renewals – Existing Members get 1st priority

- Those new to the hobby are given next priority

- Members of Other clubs are considered if spaces are available.

AGM will be end of July.

Call for Nominations, But existing committee will re stand for nominations

Classic Pattern – Fernando Monge spoke about the Classic Aeros day held at YVA last Saturday. Unfortunately not many people turning up, but a good day was had by those that did.

Kudos to Simone Goudge for the soups that were made and enjoyed by all.

Another Training day will be held in September (date to be confirmed). All those who want to get qualified in Bronze or Gold Wings are welcome.

Somebody ran through the Electric fence that was placed across the drive way and thus the cows have gotten on to the strip.

Seems like the fence is not working and the cattle have gotten through.

Glider Challenge. Open to those that have generic 2 meter foamy gliders (powered). Possible date in July – TO be published in news letter. David has donated some prizes for the inaugural comp.

Pylon Trainer Challenge. Mick Lynch is building the gear required to run a pylon race day with Classic Trainers and 40 glow engines.

Show and Tell:

Adrian Whitters and his Wallace and Grommet VMAA most unusual entrant.

Bill Ansell and his Ambroid Kit Control Liner. Painted by use of an Insect Spray gun.

With an OS 32 Max 2.

Bill Wheeler – Multiplex 6 channel 2.4 gig tranny. Has a nice little feature allowing the motor channel to be isolated and switched on and off by means of pressing the throttle stick down.

Charley Fisher – Polestar

One off that Mike farnham had built for him. Apparently a Pig.

Darryl Doyle – 5th scale Fokker DVIII. Took a trip to Adelaide to collect it.

David Hipperson – Hicom (Sold by Hobby King) Spitfire mark 9.

David replaced the mechanical retracts with electric ones.

Some debate as to what the mark is.

Jon Goudge Laser 2000



NOMINATION FORM

We the undersigned, being financial members of the YARRA VALLEY
AEROMODELLERS CLUB Inc.

Hereby nominate.....

For the position of.....

Name of proposer.....

Name of seconder.....

I,.....the person nominated herein accept this nomination and if
elected will abide by the rules of the association.

Signature.....