



“THE FLYER”

YARRA VALLEY AEROMODELLERS NEWSLETTER
November 2013

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One of our newer members, but certainly not new to Aero-modeling, Dieter Prussner shows off his freshly finished ¼ scale “Sliver Centenary” – The one off designed and built by Selby Ford to celebrate the Centenary of Western Australia in 1929.

Dieter scratch built this model after seeing it fly over as he was walking along the beach and later doing some research to find out what the hell it actually was.

You can read the full story of how this superb flying model came to be later in this issue and see heaps more photos of the construction of the model and references to the prototype on our website.

Next Meeting

Our next General club meeting will be on the
Monday 25th of November at the Red Earth Centre
in Mooroolbark.

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

WANTED

27.045 transmitter or crystal of the same frequency.
Call Adrian Whiter 9739 6686 or 0419 535 460

Any "40" Size Profile Plane in flying condition or needing light repairs.
Call Daniel Wheeler 03 5964 7139 or 0430 596861

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

WHAT'S ON AT THE YVA

December 1 th	- Club Day (Field Closed to General Flying)
December 7 th	- VIC Scale Get Together (Xmas Function) (Field NOT Closed)
December 21 st	- YVA Xmas Picnic (Upper Yarra Reservoir)

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.

<http://yarravalleyaeromodellers.com.au/>

The New YVA website is up and running and updating on a regular basis. Members are required to register on the website in order to get regular updates and alerts by email.

News Letter availability will henceforth be via the website only. News Letters will not be individually emailed to members!

Presidents Report

A warm welcome to our members and this November edition of YVA News.

The festive season is upon us and I hope you have done all your Xmas shopping . Crowds are building at the local shopping centres so I found out last weekend. I am looking forward to the break and of course my trip overseas to Vietnam. I send my apologies for the November meeting for that reason but leave you in the capable hands of David Nichols your Vice President.

Melbourne Cup day fly in.

Well it was a day out of the book for aero modelling and we amassed a significant crowd out at the field for what I would describe as one of the best days ever for our club and its members. The weather was perfect with a slight breeze and warm temperatures. There were examples of just about every type of model out for the fun. Roger Gibbs had made an early start with his ultra light weight rubber powered models. I spoke with Roger later that morning and was amazed at the quality and precision he introduces into his designs. There were several members with sport models of various sizes and this



moved up to the larger Gas powered aircraft including My DR109 and David laws scratch built Pitts Special (the one he did a talk on for us some time ago.

David was also flying a DA100 powered Decathlon ARF from Hangar 9. We were also entertained by the various Gas Jet turbine models flown by Damien Mould ,Mick Pocock , Gregg Lepp and Karl Wahrenberger. The BAE Hawk with smoke on looks sensational and fly's like a trainer in the hands of Damien. In the late afternoon Mick Lynch gave a brief but at times, hair raising flight demo of his number 22 Mew Gull, and boy does that AC get up and Bogie. It was a full day of excitement and fun and if only we could have more like that.

No serious incidents to speak of , a couple of outfield landings, and a low pass over the pits by a small electric jet and a missing aileron linkage seemed to be the only issues. All in all a great day in the history of the YVA. Photos supplied by Greg Lepp.

Long Grass around the field

It's that time of the year when we need to be on the lookout for snakes in the grass . The flying surfaces are looking great but surrounding areas are up to about 1 Metre high and make it a little perilous for the odd outfield landing. The long grass seems to catch hold of an unsuspecting model and suck it into the ground and in some cases ripping out the landing gear and punching holes into wing covering etc, So make sure your on track to land on the strip.

Fire extinguishers at the field

At the last club meeting, it was suggested we look into the provision of Fire extinguishers for easy access in the event of a fire. The committee is looking into the various types and regulations concerning their maintenance and use, given the specific location and conditions under which they could be needed. Further news to come.

I look forward to seeing you at the Xmas picnic (see details later in this issue) and if not I wish you all a very Merry Xmas and a safe and Happy new year.

Good flying and happy landings

Jon Goudge YVA President

Editors/Secretaries Note:

I don't know about you, but I have noticed in the four years that I have been with this club that EVERYBODY has a different flying experience. For me, the impetus to join a club and learn to fly was led by my interest in Static Aircraft Scale Modeling and it's extension into flying scale models. Thus, almost as soon as I had joined, I was over at Hayden Hampson's on a Wednesday Night learning how to extend my static modeling skills to those required to get a scale model actually into the air and flying in a more or less stable manner... This then led to the (I think) Typical "I'm going to build this, and I'm going to build that"...

Which, when one learns that the wife looks very differently upon one spending time in the shed that she does upon one spending time in the spare room gluing bits of plastic together becomes, "Well, maybe one day..."

And in the meantime, I had to learn to fly.

For some people, it appears that this come more easily than it does for others. In my case, it took me three years to get to Bronze wings... But then, due to a concatenation of factors, weather, bathroom renos etc. etc... I didn't fly all this year and pretty much forgot the reflexes required to land... smoothly.

The few times I did get out the field ended if not badly, then not too well... and I started to feel a bit discouraged.

Until last Sunday when I went out to the field with a half a container of fuel, a spare container, a spare RX Battery, a fully charged glow driver, a spare fully charged glow driver, a fuel pump and a spare and a fully charged Transmitter... Oh, and a model in good condition.

What could possibly go wrong?

Well, as it turns out, not a lot. Conditions were perfect and my plan to fly a half a dozen times was looking good for success.

The agenda being that I was going to spend the day getting back to somewhere near where I was this time last year... about the time I got my Bronze Wings.

And you know, I reckon I nearly got there. My take offs were OK. My flying was straight and controlled, and my landing approaches were good... But the landings themselves were variable. 2 of the six were perfect. And the others were without event... But they were not landings that you could call "Greasers".

I went home happy and enthused.

In the mean time, events were conspiring to ensure that I was not going to make it back to the field in a hurry.

Remember the Bathroom reno's? Well, these kind of slowed to a halt when we decided that we were not actually going to sell and move to the back of beyond.

But then, a particular event, the details of which you dear reader are not really that interested in, has forced the sale of our little hills cottage (with convenient unusable single car garage (unusable for cars at any rate)) and we are currently moving just down the road and round the corner to a lovely property with a convenient unusable double garage (there is always a silver lining).

The upshot of all this is that the Bathroom reno's need to be finished and all my stuff and things is split between two addresses.

This means that not only can I not get to the field in the foreseeable future, but my second instalment of the Scaling plans etc etc article is going to have to hold over to next issue.

Not that you are short of reading matter in this issue.

The 2014 Haydn Hampson Memorial is getting closer and I hope you all have been busy building your Warbirds.

The event will be held on the date of Haydn's birthday, being the 9th of February 2014.

As per the 2013 Event, entry is open to all members flying a Scratch, Plan or Kit Built Warbird from any conflict (or a military aircraft from peace time).

The definition of "Warbird" for the purposes of the HH Memorial trophy extends to any Aircraft used by any Military in any role. So Cessna Bird Dogs qualify as much as Hercules Airlifters, Bell Huey Helicopters and RAF SE5a's (as well as Spitfires, Hurricanes, and ME109's).



Greg Lepp – The 2013 Winner of the Haydn Hampson Memorial

The pilot must fly the model to qualify and the winner on the day is chosen by a vote of participating pilots.

You may fly your ARF Warbird on the day but it cannot qualify as an entrant for the Memorial Trophy.

Cheers until next time, Hugh

Wee Snifter by Doug McHard

David Hipperson



I suppose I have become used to the fact that many current model fliers have very little knowledge about the history of our hobby and possibly even less about the sort of models we “old f.....ts” used to build. ARFs are now so much the norm for almost all fliers those who still do build are very much in the minority. When I was flying with IC but still trying to get to grasp with radio I decided that one way to get a nice, easy flying, aircraft was to scale up a free flight model. One of the long time cuties to my way of thinking was Wee Snifter designed by J.D. “Doug” McHard. He usually turned out numerous superb F/F scale models but Wee Snifter was his idea of an attractive sports aeroplane.

The plan for Wee Snifter came out in the UK magazine Model Aircraft in January 1961 and I was hooked as it was just 30" span (762mm) and suited to the fabulous Mills .75 diesel. Due to one thing or another however it wasn't until something like 20 years later that I built my version for R/C and in doing so I doubled up the size of the plan to 60 inch span (1524mm) then powered it with an OS .40 four stroke. In this form I flew it for several years while we were living in Somerset before selling it off when Jan and I returned to live in Victoria.

Wee Snifter was a real delight even for someone as ham handed as I was on the sticks but although only rudder, elevator, engine it could still do basic aerobatics but

was at its very best doing low level fly bys with crop duster turns to return. For you modern guys it may seem odd to think that a low wing model without ailerons can actually handle very well but this one certainly could.

During all of its flying it only had one crash which was a very minor one. I was flying at the Yeovil Club site when the elevator servo decided to call it quits. Luckily it did so with the elevator locked in a level state. Equally lucky was that I was bright enough to realise what the problem was and so did a couple of circuits just on rudder and throttle reducing the power as I went. Eventually I could line up to the strip before cutting the power to just glide in. There was only minor damage to the model as the undercarriage tore off during the landing and the wheels went through the built up wings. Within about a week I'd cut myself a new set of foam wings and flew the model in a state that seemed even better than before.

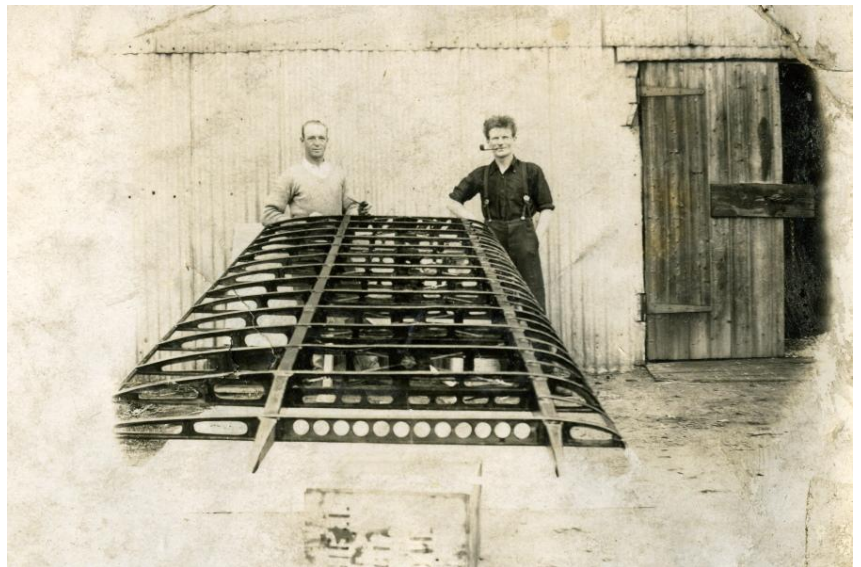
I have included a couple of photos and you may see that I covered the model in Solarfilm in a colour scheme similar to the original. In the other picture you will see both the original and the later 1963 “German fighter” version that Doug McHard created for single channel rudder only radio.



Silver Centenary

Western Australia's oldest existing and only kind in the world aircraft was built to commemorate the State's centenary in 1929, and was constructed from chalk drawings sketched on the floor of a country town powerhouse.

Selby Ford, lived in Beverley, some 100 km south east of the W.A. capital. In 1919 when Major Norman Brearley's aircraft visited the town, carrying out joy flights. Young Selby Ford went up for a flight, and from this time he had a driving ambition to build an aircraft of his own. He eventually inherited the Beverley town powerhouse which kept him extremely busy as



it's engineer. But it did not alter his determination to build his own aircraft. The first steps in fulfilling his dream came in 1928 when he made some rough chalk sketches on the powerhouse floor, setting out the general layout for a two seat biplane in much the same configuration as the later Tiger Moth. These were to be the only plans he worked from, and would ultimately prove to be his downfall in his battles with the bureaucracy to have his aircraft registered. Ford was the first to admit that he had little technical knowledge of aeronautics and that he made up the plans as he went along. His guiding principles were common sense, strength and lightness, and these were all applied throughout the construction stage.

I first spotted the aircraft when the sound of its familiar Gypsy Moth engine drew my attention skyward heading toward Tyabb airport. I realized that it was an unusual plane as its wings were unswept and the tail assembly was totally unfamiliar. I managed to squeeze off two photos with my camera before it was gone.

Later examination of the photos revealed the big underwing letters advertising its identity. Although not aware of it at the time I had actually seen and photographed the same aircraft at the



Avalon Airshow only a week earlier, but failed to recognize its uniqueness.

I managed to contact the owner in W.A, who is also the grandson of Selby Ford, who was most accommodating and sent me information, photos and plans of the newly restored and now fully documented and registered aircraft, from which the 1/4 scale model was eventually built.

I built the model directly over the scaled up plans 'as is' substituting only the hardwoods for balsa and steel with aluminium. Wing ribs are from balsa sheet, not built up. No point when you can't see them and a lot simpler. Otherwise most of the details are as per original except for the undercarriage, which on the model, is unsprung. One unusual feature is the wing airfoil as the top



and bottom surfaces are parallel with a short radius at the L.E. and an elongated curve at the T.E. Strangely it produces no adverse flying characteristics as one may expect, rather is very forgiving and displays excellent stall characteristics, in both the model and original aircraft. It also made the wing very simple to build. The model for its size is very light and flies convincingly at scale speed powered by an electric motor (no tech details are available) and a 6C lipo battery. With the 18" wooden prop (also scale) it even sounds like the real motor. The rigging is fully functional and necessary when flying. The only change is that the flying wires on the full size aircraft are doubled up, whereas the model has single cables. Probably the most time consuming part was making the dummy Gypsy Moth motor which is mainly balsa, plastic tubing, metal springs

and paper.

The completed and uncovered model was given a final inspection by Rod Edwards the owner of the original, who visited from W.A. and gave his seal of approval.

First flight of the Silver Centenary model was not without a few nervous moments as the C.G. was set to the full size specs and I



had no idea whether it would be similar for the model. However the first take off was smooth and it was airborne in less than 5 meters. But there was a tendency for the SC to porpoise which indicated that it was a little tail heavy. Adding a small amount of additional balast solved this issue. I have also added a 3 axis gyro to smooth any unnecessary jerky movements, that may be incurred by an ageing pilot. The first and second flight was recorded and can be viewed on Youtube at:

<http://www.youtube.com/watch?v=uDExRyFZbSY>

If the model survives me, it will be gifted to the museum in Beverley, W.A. where the full size aircraft was built and proudly displayed for many years before Rod Edwards decided to reclaim it and restore it to the present airworthy condition. It is now stored at Serpentine airfield in W.A.

Check out www.yarravalleyaeromodellers.com.au for a bunch more photos and references on this facinating subject!

New Product!

Of all WWII Allied Warbirds, there are probably two that most modelers will at some stage say they have on their bucket list... The first of course being the Supermarine Spitfire.

The other, if the modeler is feeling a bit more adventurous is the De Havilland Mosquito. So it was interesting to see the reaction to Horizon Hobby's announcement of the impending release of a 48" foam Mosquito under the Parkzone brand.

<http://www.horizonhobby.co.uk/aeroonline/e3parkzone/e3-pkz6350/e3-mosquito.html>



There is much on line discussion relating to the merits of this release, and the discussion can be found here...

<http://www.rcgroups.com/forums/showthread.php?t=2018709>

But the flaming, name calling and vitriol that tends to accompany these things gets a bit much after a while, so I relieve the frustration by having a look at this...

<http://www.youtube.com/watch?v=Xvp2AeM68iM>

Which is footage of the new rebuild flying in New Zealand... WOW! There is nothing quite like the real thing!



YARRA VALLEY AEROMODELLERS CLUB DAY

December 1st 2013

- Limbo
 - Climb and Glide Electric
 - Climb and Glide IC
 - Touch and Go
 - Bomb Drop
 - Combat (Flying Wings only)
 - Fun Scale Flying (NOT Scale Aerobatics) Judged on Scale realism as per VMAA Schedule for Scale Manoeuvrers 2012 (Expurgated)
- Competitors may enter as many or as few events as they wish. One entry per event per competitor.
 - Entry is open to all YVA members regardless of flying standard, but the ground jury reserves the right to refuse entry on the basis of unsafe model condition.
 - Any model can be entered in any event unless otherwise specified (I/C of Electric).
 - Scale Models – Stand-off scale, ARF Scale, Scale.
 - Fly-offs will be run in the event of ties.
 - Frequency management applies for all events. The frequency board will be monitored.
 - Junior entries open only to members under the age of 14 years.
 -

Fun Scale Flying will be judged as follows...

TAKE OFF	MAX 10 POINTS
LEVEL FLIGHT FLYPAST	MAX 10 POINTS
FOUR Own Choice manoeuvres from the list below.	
	MAX 10 POINTS FOR EACH MANOEUVRE
LANDING	MAX 10 POINTS
REALISM IN FLIGHT	MAX 30 POINTS (see below)
Realism in flight is the main judging criteria, and includes:	
a) Speed of the model and engine noise (tone & tuning) max 10 points	
b) Stability & trimming max 10 points	
c) Size of figures & flight elegance max 10 points	

Own Choice Manoeuvres are selected from this list.

Chandelle
Stall turn
Immelman turn
One loop
Split S (reversal)
Cuban eight
Normal spin (three turns)
Roll barrel / axial = must be nominated
Touch and go
Sideslip to left or right
Flight in triangular circuit
Flight in rectangular circuit
Flight in a straight line at constant height (maximum height 6 metres)
Wingover
Inverted flight

Fun Scale Flying Competitors are expected to use a caller. Manoeuvres must be nominated prior to flying and must be called clearly to enable the judges to adequately prepare. Any manoeuvre considered by the judges to be outside of the scope of the prototype will be marked as a zero (For instance, a WWI Model doing a Cuban eight).

Competition begins at 10.00 AM sharp!

The Field is closed for general flying during the running of this event.

Club Day Schedule

1

Limbo (2 x 2 Meter poles with ribbon across top)

- 5 passes each per heat.
- Successful negotiation – 10 points
- Successful negotiation inverted – 20 points
- Ribbon cut – minus 50 points

Note: Any model that touches the ground or the Limbo tape during a pass is considered to have completed its limbo attempts.

2

I.C Climb and glide

- Timer starts at taxi
- Take off and climb for 30 seconds
- Timer will give 5 second count down, At "0" back off to idle.
- Glide as long as possible
- Timer stops at touch down (Must land on the Mown Strip)
- Add 30 sec. to score if go "Dead Stick" after climb

3

Electric climb and glide

- Timer starts at Taxi or Hand Launch
- Take off and climb for 30 seconds
- Timer will give 5 second count down, At "0" turn throttle to idle.
- 2 minutes to return to ground (Must land on the Mown Strip)
- Starting Score – 20 Points. 2 points off for every 5 seconds over or under 2 minutes.
- Timer stops at touch down

4

Touch and Go's

- Timer starts at Takeoff.
- Takeoff and attain height
- Circuit, crossing each end of runway
- Touch and go
- As many Touch and Go's as can be achieved in 3 minutes.

Note: If the model comes to a stop or tips such that the prop is stopped during a touch and go, model is considered to have completed its touch and go attempts.

5

Bomb Drop

- Entrants have one attempt to drop a flour filled bag closest to a defined marker on the strip.

6

Combat

- Class competition for flying wings (Max 48" Span)
- Heats of 4 in the air at once.
- Streamers of set length attached via string
- Cut streamers attract 10 points.
- Mid air Collisions are not scored and may lead to disqualification from the heat.

7

Fun Scale

- All Sport Scale and ARF Scale models are eligible.
- Scoring as per attached Schedule. Judging is as per VMAA Trophy Fun Scale rules with selected maneuvers. (See Attached)
- Own Choice maneuvers must be nominated and a caller must be used.

2013 YVA Christmas Function

21st December 2013

This year, the Yarra Valley Aeromodellers Christmas function will be held in the form of a family Picnic at the Upper Yarra Reservoir off the Warburton - Woods Point road just the other side of Warburton.



Go to end of Warburton Highway, passing thru Warburton, McMahon's creek, Reefton etc.

Don't turn up Woods Point road, which turns to the left just before the park. Continue about 2kms into park .

Turn left at McVeigh's Water Wheel sign, you will see a rotunda to your left. If we have been unable to claim that position, we will a further 120 mtrs along that side road on the bank on the right hand side.

Things to bring - Chairs, picnic rug, picnic and refreshments and anything else you might think you need. There will be a huge raffle with great prizes, and it's free! There is a large area that is suitable for park fliers a short walk from the picnic area.

Hope to see you there.

Don't or get to check out

<http://yarravalleyaeromodellers.com.au/>

For updates and photos from general flying days!

Date: 28-10-13
Time: [8:00PM]
Location: Red Earth Centre

Attendees as per the registration book ()

Agenda

1. Welcome to June Meeting

Apologies

Steve Dengate, Bill Wheeler, John Willis.

2. Previous Minutes acceptance.

Darryl, Frank CURZON.

3. Correspondence in/out

none

4. Treasures report

Club Cheque Account - \$8,050.00

Money Extra - \$4,037.00

Main Outgoings, VMAA Insurance. News Letter Expenses.

Jon Goudge, Euan Hague.

5. General Business

- Peter Rallys Got his Bronze Wings Yesterday the 27th Oct.
- Gate Locking. The Property Owners have not yet added the second bit of Chain... But are intending to do so.
- Bill Coombs welcomed to the Mowing Team.
- Pressure washer maintenance has been in progress and is ongoing.
- Xmas Party – BYO and come along if you want.
- Dave will be chairing the next meeting.
- VMAA Trophy –
- Property Owner has approached the club with an offer. Has a Copy Mill going free to good home... New Owner just needs to collect it.
- Dave Hipperson suggested the club purchase a couple of small fire extinguishers.
- Suggestion also that some fire instructions be published.
- Roger Eggleton suggested that the Auction be started in a more relaxed manner and all bidders be given the opportunity to look at the items before the commencement.

6. Show and Tell

Jon Goudge.

Foam Esky Air Boat.

Trial and Error – Rudders used to be out of the prop wash.

Raced with “Mandrake” at Eildon.

Dieter Prussner

Silver Centenary

Bruce Thompson

Widwest Attacker

Foamy – Powered by an Enya 35.

Parting Shots

Some more photos from the unofficial Cup Day Fly-in.



See you all at the Field!