



# “THE FLYER”

YARRA VALLEY AEROMODELLERS NEWS LETTER

MAY 2014

---

*The Committee:*

*President -*

*Jon Goudge 0400 688 787*

*Vice President -*

*David Nichols 9752 5830*

*Secretary -*

*Hugh Coleman 5968 1445*

*Hrcoleman66@gmail.com*

*Treasurer -*

*Adrian Whiter 9739 6686*

*Registrar -*

*Adrian Whiter 9739 6686*

*Public Officer -*

*Hugh Coleman 5968 1629*

*News Letter Editor*

*Hugh Coleman 5968 1629*



**The YVA “Musical Landings” Entry after more than a few rounds at the VMAA Trophy. Believe it or not, this model saw the light of day once again at our last club day – The Fuselage fittingly adorned with Blue Packing Tape Covering... This particular Boomerang DID come back.**

**Unfortunately, the weather was against us this time around though, and the day turned out to be a bit of a washout. We still had plenty of competitors, however and those that did brave the icy conditions had an enjoyable time.**

**More details of the day later in this issue.**

## Next Meeting

**Our next General club meeting will be on the Monday 26<sup>th</sup> of May, 2014 at the Red Earth Centre in Mooroolbark.**

Newsletter now on our website at:- [www.yarravalleyaeromodellers.com.au](http://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 - 0429 950 802

Please send all For Sale and Wanted adds to me at [hrcoleman66@gmail.com](mailto:hrcoleman66@gmail.com)

Mary Hipwell Accounting Services – Lillidale

Tel: 9737 6495

Email: [mary1950@ozemail.com.au](mailto:mary1950@ozemail.com.au)

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](mailto: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.

Andrews Scale Models has now introduced a VIP Club. Call in to Andrews to pick up your card  
– to be stamped at the time of each purchase.

Don't Forget to check out

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

For updates and photos from general flying  
days!

## FOR SALE/WANTED?

As well as the various show and tell items that get brought along to club meetings, there seem to be a few for sale items being brought along for anybody wanting (or needing) to get rid of some cash to purchase.

With this in mind, we thought we might actually introduce an official For Sale section in our general meetings for anybody wanting to transfer there unwanted kits, airframes, what have you from their shed to somebody else's.

Of course, not only do people need to bring along stuff to sell, but they need to bring along small change to exchange for the stuff people want to sell.

For sale/Wanted adds are still welcome in the News letter.



# Presidents Report

Hi YVA members and welcome to the May edition of the club news letter.

It has been another busy month for the YVA with our second round of Club Competition over and done. Sadly the weather was not on our side and so we had to stop the event after the 5<sup>th</sup> task was completed.

The rain set in and it got so cold we could not feel the sticks on the TX.

None the less we had a good field of participants and all had fun. There were some great prizes and many thanks to some of the winners whom donated their prizes back into the pool for the next round.

My thanks again to Steve Powell for the BBQ lunch and to anyone who assisted on the day.

## Club Day Comp May 2014

The day started well with a slight wind and a little overcast and high level cloud. The organising committee was on the job but thanks to some keen participants the club shade awnings were already erected by 8.30 and there was little else to do other than wait for the participants to turn up.

I don't intend to give you a blow by blow description of all the events but have provided the score summary for your interest.

If you attended the last club meeting you would have witnessed the presentation of the trophy to last year's overall winner with the highest score (Daniel Goudge our start performer and junior competitor at VMAA)

He was leading the group after round one but the new leader has emerged (Euan Haig) and we might need to keep a close eye on him. His flying and has greatly improved along with his confidence.

### Round 2, 2014

Event	1 <sup>st</sup> Place for 15 points	2 <sup>nd</sup> place for 10 points	3 <sup>rd</sup> place for 5 points
Limbo	Alister Nicholson	Damien Mould	Adrian Whiter
IC Climb and Glide	Euan Haig	David White	Daniel Goudge
Electric Climb & Glide	Damien Mould	Graham Jenner	Karl.W
Combat	Cancelled	Cancelled	Cancelled
Touch and Goes	Euan Haig	Damien Mould	Adrian Whiter
Fun Scale	Cancelled	Cancelled	Cancelled
Skittles	Cancelled	Cancelled	Cancelled

Remember the highest score at the end of four rounds will be deemed the club champion for the year 2014 and will receive a trophy to recognise that achievement.

So make sure you have those dates locked in and role up to each event with an entry in every class, you never know,, but one thing is certain here, consistency will help you build out your aggregate score for a chance at the trophy.

### Membership Renewals (Last reminder to receive the discount)

To all current financial members remember: This is your notice to get your renewal from in to achieve the discount.

The Committee agreed to reduce the yearly club membership fee by approximately 50% for current financial members renewing their membership in 2014/15.

This will only apply to those members who pay their fees by Friday the 30th of May, 2014. The Discounted fee structure will be as follows –

Seniors	\$30.00
Pensioners	\$20.00
Juniors	\$10.00
Family	\$40.00

This only applies to CURRENT 2013/2014 renewing YVA members. If renewal fees are received after that date no discount will be applied. This will benefit all members who get their renewals in on time and hopefully assist us in the administration process. Please note this will not impact the VMAA component, only the YVA club fee. The renewal form will be updated and be available from the club web site in due course.

The committee have taken some steps to post out renewal forms for those of you whom are unable to print at home and or have not replied to the opportunity as yet.

Until next month happy landings.

Jon Goudge – President



# Secretaries/Editors Report

Well, the old saw of three steps forward and two steps back could well be applied to my flying at the moment.

After my great day at the Model Engines day I was all raring to go at this month's club day. I took four models – The Modeltech Dragon Lady 40, the Classic Trainer, the Mini Stick and the Hobby King Skylark 1600 that I had at Show and Tell last month.

I test flew the Dragon Lady before the day began in earnest and made sure I could get it under the Limbo line safely... Cheating some might say, but when it came to the crunch, I dumb thumbed it in almost immediately after take off and it now sits in pieces in a box in the shed while I work out whether it is repairable.

The Mini Stick turned out to have a cracked Firewall – Cheap kit Plywood coming apart around the engine mount. So it was out.

The Classic trainer was flyable, so at least I got a couple of passes in under the Limbo line before I mucked up yet again and suffered a prop strike...

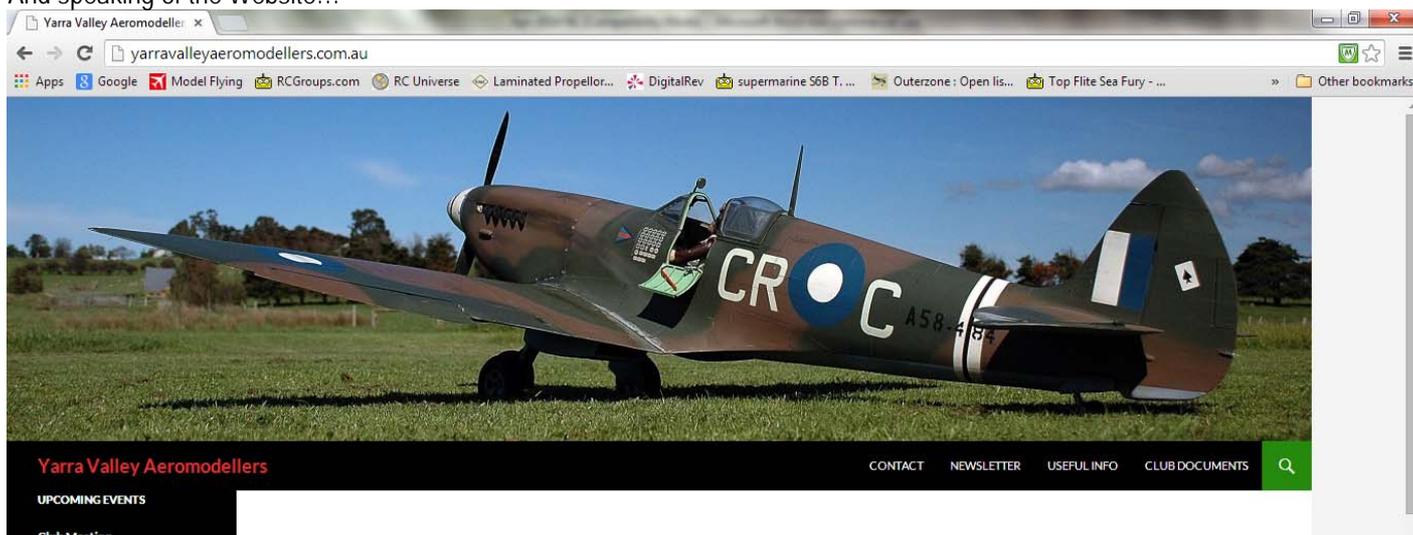
Then came the Electric Climb and Glide. Now, I'm not an experienced glider pilot... and if I was, I probably would have decided that it was far too windy for the Skylark. Thus, the last I saw of it (in one piece) was a small spec disappearing over the horizon to the north of the field... My only consolation being that better pilots than myself also came to grief the same way (or similar) in that event. Well, if we do not learn from our mistakes, we are doomed to repeat them... So a few hours were spent repairing the firewall in the Stick (and making sure that the rest of the structure was sound). A few more hours will be spent on the Classic Trainer getting my low level flying a bit better and I'll get a few lessons from Greg or Jon on taking off and landing a tail dragger. Then it only remains to find a nice calm day to learn how to handle a feather weight electric soarer... But enough about me.

You should all by now have either renewed your membership, or received a renewal form in the post.

Apologies to those who had trouble accessing or printing the form that was included with the newsletter.

Please note that after the 30<sup>th</sup> or May, this form will no longer be valid and renewing members will have to pay full price on their club membership. The form for this will be available at the next meeting and will also be posted to the website before the end of May.

And speaking of the Website...



If you have been there lately you will notice two things. Firstly that the format has changed to a more user friendly format, and secondly that it is currently down for maintenance. This is only a VERY temporary status while we populate it with loads and loads of photos, documents and archival information.

Thanks to Greg Lepp for the work he has been putting in to this matter.

In the mean time, a small task that has been weighing on my mind for quite a while has finally been achieved. A secret project (possibly to be completed in time for next years Haydn Hampson Memorial Trophy) required some soldering... Music wire to Brass Tabs to be precise... Now I have never had much luck in this venture... And it occurred to me that this was due to lack of preparation in terms of keeping everything CLEAN and free of finger prints.

But this time around, I got the emery cloth busy and ensured that I didn't so much as breathe on the surfaces that I wanted soldered. And guess what? Perfect solder joints!

So maybe this little project will be ready be next February.

Now, back to the shed... so many models to build, so little time.

Cheers,

Hugh

At the show and tell during the April club meeting Bruce Thompson displayed the fuselage and wings for a Mercury IV he kept on store. These components had obviously been built quite a few years ago as they were somewhat tired in appearance but that should be no surprise as this plan dates back to 1953. Nevertheless, the airframe looked to be in fair overall condition so when Bruce offered the model for free I had to take him up on this.



I was very familiar with the Mercury first having lusted after it as a small boy and much later when flying with the Yeovil club in was one R. H "Mick" Smith. I knew that taking on a restoration to flight condition like this is not going to be the easiest thing as all of the structure would need to be cleaned and inspected plus ensuring that suitable strength could be incorporated. I make an assumption that this airframe has possibly been sitting around for about forty years. It has an accumulation of minor damage, dirt, dust, cobwebs plus some "foxing" which is that staining you find in old books and

on old prints or water colour paintings.

Bruce supplied me with the plans and a set of instructions along with the fuselage and wings but after getting home I dug out my back issues of "Aeromodeller" and there she was in March 1953. Some further research suggests that Mick Smith never referred to this model as the Mercury IV although he had built three earlier versions while in what was then known as Rhodesia. This aircraft was actually drawn up in 1946/47 but not published until that 1953 date so actually not meeting rules as an 'old timer' it is pretty good for its 68 year age.



The balsa appears to be in reasonable condition and luckily the structure although light is very robust but that does not mean I'd take it at face value. Both the fuselage and wings are planked or sheeted as appropriate and then covered with some sort of lightweight filler. It was obvious that the model had been finished at some point but then stripped back prior to this filling which was all very odd. The fuselage



had some hole and cracks showed through the filler where I suspect it had simply just dried right out.

O.K so while potentially fine I felt a new approach was needed but hopefully without laddling on too much weight. I did some tests by trying thin cyano soaked through the cracks and then wiped with tissue before hitting the area with activator. These test repairs felt sound so that will be done with any cracks and then I'll fill any dings with lightweight spackle prior to sanding the whole fus' and wings.

Once I do get a nice, smooth, finish I intend then to glass all of the existing sheeted areas using light cloth and polyester resin. I find that polyester soaks in well and this together with the cloth should give the balsa sheeting a new lease on life in producing a complete shell.

The fuselage needs to be completed and, of course, in my case converted to electric which at first estimation is likely to be 4S. It's the first time I've been glad there are some bits to be repaired as it will give me an excuse to build in a nice battery box and hatch. To add to this I need to work on the wings before going back to the plans to build a tail, elevator, fin and rudder plus figuring out how to install the radio.

I think it will be an interesting exercise so I hope you can live with this series and see how I manage.



# YVA Club Day - Round 3

July 13<sup>th</sup> 2014



All Members are invited to partake of various events including,  
I/C Climb and Glide  
EP Climb and Glide  
Limbo  
Touch and Goes  
Combat  
Fun Scale  
Skittles.

## On the Web...

Those of us building our own models and in particular warbirds, are always on the lookout for new, reliable and economical Retract Systems.

These days there are a variety available, from the tried and true Mechanical Systems, to Air Systems to the latest Electric powered, self contained units.

Just lately though, I was appraised of the "Spring-Air" retracts available from [www.retracts.com](http://www.retracts.com) made in and available from the USA.



They come in various designs and sizes and some are specifically designed for Topflite kits and other designers such as Brian Taylor.

See, for instance This set designed for the Brian Taylor FW190 – A 74° travel – Now that's scale.



## Show and Tell...

No information was forthcoming from any show and tell participants at the last meeting, so the pics will have to speak for themselves.



Frank Curzons Dynam Crop Duster ("From that Mob over in Bayswater" Says Frank). Unflown at the time of the last meeting, Frank had given it a coat of Spray Varnish to protect the finish.

Ken Wallace never ceases to amaze with his creations. This time a quadcopter that he says is very stable.



## Make sure you pick up your rubbish and wreckage bits

Recently some of the members attending the YVA field late on a Sunday afternoon were approached by the Property owner regarding some debris found in one of his pastures. He handed over the large centre section of a wing he found while attending to his stock.

He was most disgruntled to find the part in a pasture and concerned at the potential damage this would cause to his live stock if consumed. Cows are not that smart and will happily eat Balsa etc.

I have spoken at length about this and apologised on behalf of the club. I also agreed that this note should be added to the news letter as a reminder to all our members, to ensure **all parts are recovered from model accidents without exception**. There are bags located in the club house to aid in the collection of smaller debris and we expect all members to abide by this policy and take this issue seriously.

Failing to observe this direction could jeopardize our tenure at the site and or a members continued membership at the YVA.

In this particular case there was a genuine attempt to collect all the bits and several helpers assisted in the process, the only failing being the one large bit of wing section that fluttered away and landed some distance from the rest of the parts and undetected in the process.

Thanks for your cooperation

JG

President