



“THE FLYER”

YARRA VALLEY AEROMODELLERS NEWS LETTER
September 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 –

Alister Nicholson 97362058

Public Officer –

Hugh Coleman 5968 1629

News Letter Editor

Hugh Coleman 5968 1629



David White had his spanking new Fly Baby out at the Vic Scale competition at the Bleases Lane field on Saturday the 20th. The weather was grey and overcast, but the light winds were straight down the strip allowing all to participate on an equal footing. There were several of our club members there and there are heaps of photos later in this issue!

Next Meeting -

The Next General Meeting will be on the Monday 29th of
September, 2014 at the Red Earth Centre in
Mooroolbark.

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

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

Mary Hipwell Accounting Services – Lilidale

Tel: 9737 6495

Email: 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

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.

Dates to note!

NOV Meeting

Dec 6

Dec 20

Club Auction (Note Change of Date)

Club Day Round 4/Twilight Flyin.

Christmas do

**Note that the NOVEMBER Meeting will be
the Annual YVA Auction.**

**Check out your parts bins and wing racks
now and select the stuff you would like to
sell on!**

**Rob Yakubowski will once again hold the
proceedings.**

**This year, all items will be available to
peruse before the event as there will be a
STRICT cut off time for lots to be
registered.**



Presidents Report

Hello YVA members one and all and welcome to the September edition of YVA news

Since our last edition we have been lucky enough to experience several days of fine weather and great flying conditions out at the field.

Mower Repairs

The spring has sprung and the grass is growing fast. This brings me to the update on the Mower. We recently had to replace a drive belt and tension pulley to get the machine back in operation. In the process of changing out the drive belt and running up the machine we discovered the tension pulley had ceased a short time later. So another trip to Hunter and McPherson resulted, to obtain the two pulleys in question. Unfortunately the wear caused to the new belt shortened its life considerably and this new belt broke at the worst possible time (early on the morning of the Vic Scale comp)

Thanks to Dave Nichols for racing back and forth to get a new belt. We fitted the new belt but the show had to go on so the field did not

get completely mowed. Sunday 21st September Mick Lynch came out and brought his friendly oxy torch to assist in removing the other pulley (ceased on to the shaft) Mick managed to remove the old and fit the new all done within the confines of the mower shed. Thanks Dave and Mick for your assistance here.

Annual Club Auction Night set for the November Meeting (Monday 24th November)

This year's auction night will take on the feedback you have given us and we will try to be better organised.

Our friendly auctioneer Rob Yakubowski will provide his professional skills once again and so we look forward to that and sharing the spoils of the hobby with each other for not a lot of money (Depends on the item I guess)

The evening will get underway much earlier with a strict close off time for items to be registered for sale.

These details will be shared at the next club meeting and printed in the October news letter as well. (see secretaries report later in this edition for further information)

Club competition Round 4 December 6th 2014

We have had to postpone the last round of club day competition until the 6th December.

At the time of planning out the dates for this years round we did not realise there was a clash with Fathers day, Hence why it was rescheduled. It will start later in the day and blend into the twilight flight night we had planned for the 6th.

The club will provide the BBQ lunch for club members and will advise further regarding the evening feed.

Working Bee (Ongoing)

We are looking for volunteers to assist in the job of repainting the windsock mast associated with the GA Hangar at the other end of the strip. Bruce waters is looking at the possibility of unbolting it and bringing it down to the car park area for the refurbishment. Bruce has yet to confirm the options and so far we have had one volunteer, so please let me know if you are up for a bit of painting and we can get this underway (Thanks David Anderson for raising your Hand)

Safety comes first

As we move back into the warmer weather and the field gets busy please remind yourself that safety comes first. Heres a couple of points to think about:

1. If you are bring young children out to the field please ensure they are supervised at all times and kept out of harm's way.
2. Always use a safety restraint when starting motors or seek assistance from another member.
3. Remember no more than 4 models in the air at once.
4. Communicate with each other at the flight line using a loud and clear voice.
5. If you have a special requirement such as a maiden flight then let the rest of the pilots know and you may well be treated to open sky.
6. Please remember this is a club for all the members and no one has any special privilege over another.

Happy Landings;

See you at the next club meeting on the 29th of September at the usual venue and don't forget to bring your Show and tell, and Buy swap sell items.

Jon Goudge

YVA Club President

Secretaries/Editors Report.

You should all have received your club cards in the mail by now. If you have not, please give Adrian Whiter a call. His number is on the front page.

Any new member enquiries must be addressed to Alister Nicholson. Alister is the Club Registrar, and will be able to service all new member concerns. I am telling you, the members, because each new membership enquiry must be sponsored/nominated by an existing member.

If members do have people new to the hobby who would like to get involved, we encourage them to bring them along to a Club meeting so that we can meet them. Visitors are always welcome.

Cheers,
Hugh

Phoenix 2000 electric sailplane

David Hipperson

After several years of continuous use my poor old Radian gave up the ghost. It had not suffered from a single crash or even hangar rash but I believe foamies do suffer from exposure to UV. My wife has made use of greengrocer's foam boxes in the garden and these appear to deteriorate in a similar way over time..

Another Radian is on the way but I also purchased a Phoenix 2000 from Hobby King. These can be found in some stores under the name of the Lanyu Phoenix 2000. Mine was basic with no motor, ESC or servos but this was not a problem as I had plenty of odds and ends to hand. This exercise was to see if a "cheapie" foam sailplane could work reasonably well and satisfy my sort of flying.

The 2000 uses a polypropylene fuselage and some may remember numerous e-sailplanes usually sold under the "Green" name. These fuselages are virtually impervious to glues so the component trays have to be screwed in place. My mind may be playing tricks but the 2000 fus' seems a little more robust than those earlier models but it was straight and all of the principal components fitted well if a tad fiddly.



All of the foam components were well moulded and nicely finished but like too many Asian design products just a little clumsy. As an example, one can dismantle the wing into two pieces for store or transport but doing so involves small screws which would undoubtedly go missing at some point.

I use the recommended 28mm diameter outrunner but there is space aplenty in the nose so I used the motor from my ex-Radian. At the same time I made a wedge ply disc to apply down thrust. The supplied spinner assembly felt OK but I distrust unknown plastic blades so was happy that pair of carbon Aeronaut blades fitted perfectly. The spinner and adapter ran up well and there was even a spare collet center in with the kit.

A 40amp Turnigy Plush ESC was fitted and analog servos were used but a bit of a mish mash. The elevator was Parkzone from that ex-Radian while the rudder

was a GWS Naro and adequate for light use. All four in the wing were HXT 900. These fitted in perfectly and previous experience has shown these to be strong, reliable units. Dinosaur that I am, the wing servo arms were offset mechanically to apply aileron differential along with about 45 degrees of down for the flaps. To this point I have not bothered with crow.

One Saturday morning I did around eight flights playing throughout with trim and throttle. The 2000 flies perfectly well but there are some items to be played with. Full throttle power put it into a very steep climb and even more down thrust would be better. The model is quite sensitive to pitch trim if one stays with the recommended CG and finding the right set up may require more flights. In roll the ailerons the movements I'd set seemed spot on.

The 2000 isn't what I think of as a pure thermal model. Attention to flight is required all the time and the lack of dihedral (despite the up-curved tips) emphasizes little natural turn into any lift. Stalls are manageable but do use up a bit of altitude but on the other hand mine did not drop a tip in tight turns at low speed.

Overall a good model at a very fair price and although not the absolute best I have no great criticism but maybe one step up from a first model.



Scale at the YVA

Below – President, Jon Goudge flew his Seagull Texan



Above – There was an interesting variety of models, including this prop driven ME262... And very authoritative model in the air...

... As was David Laws Venom, which unfortunately due to helping with the catering, I was not able to get in flight shots of.



Bill Wheelers Druen Trubulent (above) also liked the conditions.



Left – Gary Sunderland's BE2a is a regular at these competitions. Slow and stately. Thank goodness for those undercarriage skids though, because it always seems to want to nose over on landing.

Continued over...

...Continued from Previous



Left – Noel Witeheads Corsair flew straight as an arrow.

Below - Noel Findlay brought along his World Chapiionship entrant as well. The detail on this has to be seen to be believed!



Another Vicscale regular is Steve Malcmoms BIG Piper Cub. (Yes the Sky was that colour!)



SHOW AND TELL



David Hipperson brought along his latest update to his “Mercury”. Converting a free flight model to an RC model requires David to ass things like Elevators, so he also strays from the kit structure somewhat in order to cut down weight. The structure in this case is a laminated outline supported by a braced framework.

David Jones showed off his Dynam ME110. A little war weary... Obviously having run into a section of Hurricanes on a trip across the Chanel.



YVA General meeting Minutes August 2014

Visitors – Caroline Law, Als kids.

Apologies – Bruce Thompson, Roger Eggleton, Bill Coombs

Minutes acceptance – David Anderson, David Hipperson

Matters Arising – None

David gave a BRIEF description of the Air league day.

Treasurers report

Club check account – \$6,330.56

Money Extra – \$4,048.07

Accepted – Al Nickolson, Euan Haig.

Correspondence in.

David Hipperson suggestion for a Shield for WW1 Aircraft to be run in conjunction with the Haydn Hampson Memorial to commemorate Frank Curzon.

General Business.

Jon made mention of the passing of Frank Curzon

Al fitted the new Windsock that Adrian Whiter ran up.

Ivan Waters has asked that we paint the full size wind sock mast.

Gold Coin donation box needs to be fabricated by HC.

Show and Tell

David Hipperson – Mercury - Tail Plane

David - Dynam ME 110. Flies very well says David.

Special Event – David Law speaking about the F4C World Championships.

PARTING SHOT



Looks like somebody lost their head...