

“THE FLYER”

YARRA VALLEY AEROMODELLERS NEWS LETTER

November 2014

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After eight long years, and numerous distractions, YVA Treasurer, Adrian Whiter is close to finishing his plan built P38 Lighting. This model and others of the shedly variety are detailed later in this issue.

Next Meeting -

The Next General Meeting will be on the Monday 24th of November, 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

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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

Club Auction (Note Change of Date)
Club Day Round 4/Twilight Flyin.

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

David Anderson has been clearing out his collection and will have some
collectable Battle of Britain Movie posters to put up for sale.

Here are just two for a teaser!





Presidents Report

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

The Club Auction night is upon us so bring out your little gems and get ready to sell. Of course you will need to make room for all those items you are about to Buy☺

More about the auction night later in this issue and be sure to read the details as this year there will be strict rules associated with registration.

Further to this we are charging \$2.00 entry fee for sellers and buyers. The money we raise will go to the Flying Field Property owners to kick start the "Field Fund" money box.

As you will recall we have agreed to a system of making a gold coin donation each time we use the field (\$1.00 per head) as a way to recognise the generosity of the property owner. A small safe will be installed in the club to accept your donations. This will be an honesty system and we expect the membership to support this initiative.

What's happening at the field.

Adrian Brown presented some budgetary costing for the introduction of solar power for the purposes of field charging facilities for the electric modellers.

The YVA Committee has reviewed this proposal and considered the expense involved versus the benefit. At this stage the decision is not to proceed for several reasons.

The discount we offered in this year's membership renewal has left us with a shortfall of funds (as expected) however the mower is looking like it may need replacing in the next couple of years and we need to begin budgeting for that significant expense. We are also concerned with the issue of theft. Further to this the budget and planning for club house maintenance has already been agreed to and we will be incurring some expenses associated with that activity as well.

And Speaking of Batteries...

A Lipo battery has been recovered by the property owner (found near the cypress trees) and has raised the concern once again about the dangers this presents not only to the property from a fire hazard but also to live stock if the battery was consumed by a hungry cow. Please be vigilant in recovering any lost batteries if this happens to you. Call upon you fellow club members for assistance if needed but please ensure we do not leave a circumstance like this unattended.

14/15 Working Bees.

Our plans to construct bench seating , Hand rails on the club house steps and a club house repaint are proceeding.

You may have noticed the wind sock mast from the GA strip has been transported up to the car park and is now ready to be Painted. David Anderson has done a sterling job in sanding this job ready for a lick of paint. The mast will be painted in the coming weeks with Epoxy enamel. It will be lifted onto some saw horses for easy access ready for the volunteers to repaint.

Club competition Round 4 December 6th 2014

Our secretary will provide a detailed report later in this news letter

Christmas Party (end of year break-up)

At our October committee meeting we discussed the details of a Christmas break function (partly prompted by the feed back provided at the September club meeting.

The committee unanimously agree to step away from the organising of this year's event.

It was requested that a member volunteers to take on this activity and co-ordinate with the committee/membership on what we do to celebrate another great year.

No one has volunteered and so we have taken the decision to incorporate a BBQ at the field as a simple way to bring the year to a close.

At this stage this will be held on the evening of the 6th of December and be incorporated as part of our twilight fly following the conclusion of our club day competition.

Happy Landings (See you at the next club meeting on the 24th of November for the Auction night)

Jon Goudge

YVA Club Auction

November 24th 2014

Set up time – 6.30 onwards. Lots are able to be brought along from 6.30 to 7.30 Sharp! Lots will not be accepted after 7.30 PM!

STRICTLY No Exceptions!

Lots will be available to view and to discuss with the sellers between 7.30 and 8.00.

The Auction will start at 8.00 Sharp!

Slips are required to be provided (included later in this issue) with each item for sale. Lot numbers will be allocated on the night and the Auction will be in strictly Lot number order.

Repeat – No Lots will be accepted for sale after 7.30 PM! There will be NO EXCEPTIONS!

Black Horse FW190



Step 3 Apply Dope to the raw balsa
Step 4 recover with Solartext (wings completed now)
Step 5 Fit electric retracts (recently purchased from Model Flight S.A)

The next time you see this model it will be complete and ready to fly ☺

Jon Goudge

The Hayden Hampson trophy competition is fast approaching and so I have decided to rework a broken down Black Horse FW190 I recently acquired from Hugh.

This model has some history but I could not resist the challenge and Hugh was having a clearance sale.

Step 1 was to remove all the sticky film covering and control surfaces
Step 2 Repair the air frame where necessary (lots of damage to tackle here) and some major repairs to the cowling



Electric Sailplanes an Ideal Spare David Hipperson

Although I have written about electric sailplanes I thought a few extra words might not go amiss. The electric sailplane can be the ideal back up regardless of your normal flying either for some peaceful thermalling or looking to wind down after a bit of stressed out high speed flying.

As I've flown quite a few Electric Sailplanes I thought I'd briefly mention a few of the better ones that are readily available and those I believe to be the best value. Let me say that unless you are seriously into competition foamies have improved beyond belief over the last five years or so offering you the best bang for your bucks.

Up front comes the basic Parkzone Radian. Ultra simple with just rudder/elevator and throttle it can give you hours of flying for minimal money. At around \$200 it could appear expensive but remember it's a good motor/ESC/ prop assembly plus two servos and a great design. I've flown mine in weathers from dead calm through to near gale and the Radian can still take it. I also like the fact that it is so simple that all needed for flight is to slip the wings in place and fit the battery. I now usually use a 3S 1300 size pack which balances well and gives about 5 or 6 climbs to height.



Possibly the original Multiplex's Easy Glider Pro can be superb. Nice to fly and like all Multiplex products well designed. It frequently comes without hardware however and from my perspective if the hardware is supplied it can be a bit over priced. The Easy Glider has ailerons and the model handles perfectly whether using rudder alone in the turn or just ailerons or a mix of both. An advantage is that I feel the foam (Elapor) is more robust than that used in the Radian. Flightwise, little advantage to either but space under the canopy in the Easy Glider can be a little tight for space.

The Parkzone Radian Pro. Sometimes this has had some less than flattering comments against the Radian but I purchased both at the same time when I got my new Radian and I love the Pro. The Pro offers both ailerons and flaps mated to a differing wing plan and slightly differing section. It handles perfectly and this too flies well on ailerons through the turns if you like just the "yank and bank" style. Like the Radian a 3S 1300 pack is all you need but a more extensive radio can allow you to take in all the options. Being honest I rarely worry about spoilerons as I'm not flying in comps and I can usually get the model down roughly where I want it anyway. The flaps can be useful but be aware that if using the flaps you will need to re-trim the elevators. Criticism, only that it is a little more fiddly in the assembly due to hooking up the wing servos.

The Multiplex Solius. Now I can't give a personal opinion as I have not owned one and my only flight was a few minutes courtesy of Greg Lepp. However this

elegant T-tailer always looks good in flight and has often out flown me with the Radian (not hard in my case!). When purchased in the ready built form it is not expensive and gives you really good value.

The photos show my "old" Radian, my original orange Easy Glider and later modified Easy Glider Pro. I'll expand on a few other models next time round so CAVU to you all.

P38 Lightning

The forked tale of my P38 Lightning. Many years ago, about 8, I decided to build a twin engine ww2 fighter. My experience up to that point had been completing a model of Captain Cooks Endeavour (It's a lovely model, I've seen it sitting proud in its glass case at Adrians – Ed). I had never even flown an RC model so maybe it was a little ambitious of me.

I purchased a plan from airbourne magazine and proceeded to make every mistake known to man. Progress was very rapid initially - The airframe was completed in a couple of months and I found it challenging solving many problems that weren't covered in the plan.

Unfortunately i was side-tracked by a succession of models that for some reason had priority over the P38.

Anyhow with a bit of gentle prodding by one of our newest members – Alister - I set upon it with gusto about 3 weeks ago. As you can see it is not far Off completion.



I hope to enter it on the next Haydn Hampson day. Details are 79 inch w/span, 2 FS 70 OS Engines, Robart retracts, Flaps, numerous servos and the most important part a naked lady on the nose!
Cheers Adrian.

Micro Antic David Hipperson

Many of you will need a little history. Back in the late 60's or early 70's Lou Proctor in the USA designed a model which he called "The Antic". A .60 powered monoplane though not scale replicated many of the construction processes used in pioneer and WW I full size aircraft. It flew beautifully and Lou went on to turn it into a first rate, but pricey, kit. I have no idea how many were built but they were legion and expanded into a biplane, parasol and a smaller version the mini.

In parallel with this Lou also turned his hand to superb WW I fighter kits that employed the same craft exhibited in the Antic range. I won't say that if you build a Proctor scale model you will win prizes but it is possible to go close. Eventually Lou Proctor sold the company to Joe Topper and one of Joes little treats was to produce the Micro Antic for electric. While purchasing some other products from Joe I spent the money on a Micro and what a delight it is. Nothing cheap about this model, only the best but at a very reasonable purchase price.



Despite my own tardiness the build was quick and relatively easy although some care and skill helps. If a beginner the parts are relatively small so sausage fingers or clumsiness should be avoided. Remember, the aircraft is only around 900mm span and AUV should be less than 250g. In the photo you will see the parts and everything lined up nicely but I was not fully happy with the reed trailing edge for the wings so I substituted carbon rod of the same diameter.

Once all of the main components had been constructed I gave some thought to the hardware and layout. My choice of motor was an outrunner so I chose the 2730-1300 mated to a 12 amp ESC and a Hyperion 2S 450mAh pack. My servos were an HXT 500 for the elevator, New Power 3.7g for the rudder and the intended receiver is a Spektrum AR500 I had to hand.

The main ply skins of the fuselage are to be stained and covering for the flying surfaces cream Lightspan with a little silver for the nose and upper section of the fuselage forward of the cockpit. In among all of my bits and pieces emerged a small Williams Bros pilot and a pair of very light wheels which though not pioneer in style did have spoked centers.

The assembly once the building bit was finished was simplicity if just a little time consuming on my part. I stained the relevant forward ply areas of the fuselage plus the uncovered aft length of the fus'. Then all of the necessary structure edges were painted with Balsaloc as Litespan which does not incorporate any pre-attached glue. All of the components were then covered and a little trim added in the form of a couple of lengths of Solartrim and the water slide "Antic" decals.



All I had to do then was to fit out the fuselage with the required hardware. This too was all easy stuff but some care for accurate location was taken.

One Friday morning saw us at the flying field with a touch more breeze that would normally suit me when flying a model weighing less than 250g. I should not have worried as the Micro Antic flew straight from the hand launch and away into the breeze straight as a die. Believe it or not, if anything it was over powered but then that's what a throttle is for. No, I wasn't going to attempt any aerobatics but as a little fun cruiser it possessed oodles of charm just on a fly by. Plenty of fun and a well worth purchase on my part.

SHOW and TELL

David White had yet another Warbird to show off. This time the Black Horse Mustang with an OS GT15 (with a special Glow Plug) to run Petroil without an Ignition system. David recommends the engine!

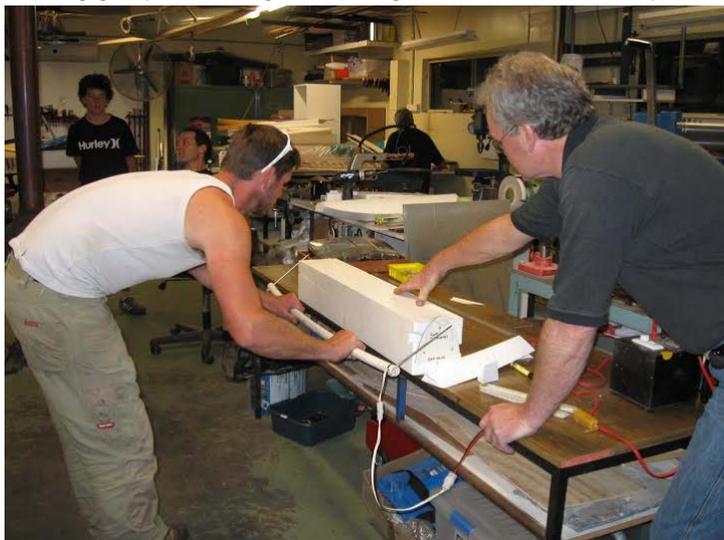


Tim De Haas brought along his Catabria built from a free plan in RCM&E designed by Tim Hooper. Tim says that this is his first plan build. Well, he's done a very nice job.



FROM THE SHED

The Activity at the shed of the late and much missed Haydn Hampson continues on a weekly basis with the Wednesday night building group continuing to visit as guests of Barbara Hamson. Here are a few shots of activities that go on there.

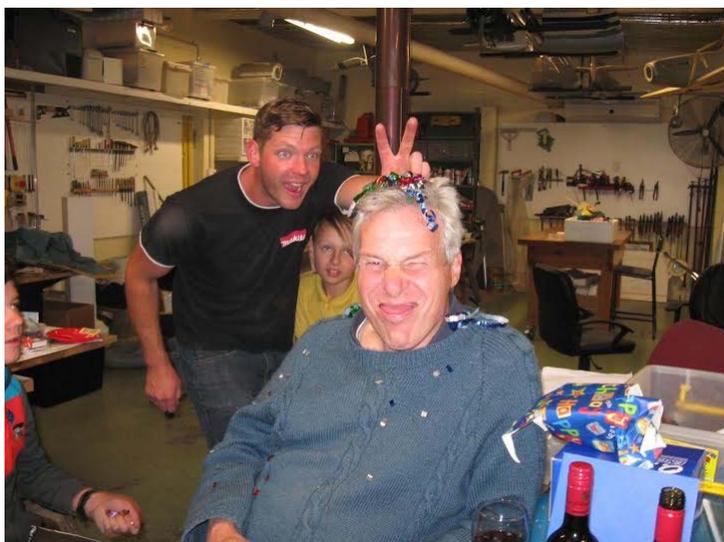


Left – Alister and Adrian cutting the foam cored for floats for the Sea Hawk that Alister showed us at the August meeting.

Below, David “Dangerous” Nichols is working on a new Hanibal wing... Maybe it's a spare?



Below – Dangerous also turned sixty recently... Looks like this was celebrated fittingly. Congratulations to David on making it this far despite the obvious obstacles.



CLUB DAY ROUND 4 (Dec 6th 2014)

Competition commences at 2.00 PM sharp.
BBQ Catering for Dinner.
Twilight Flyin to follow.
All the usual events!

1

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

- 2 planes up at a time, call in models in order while the other holds off.
- 5 passes each per heat.
- Successful negotiation – 10 points
- Successful negotiation inverted – 20 points
- Ribbon cut – minus 50 points

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.

5

Skittles

- Plastic Drink Bottles placed across the Runway. Points awarded for knocking over the bottles.

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.

- Fly-offs will be run in the event of ties.
- Frequency management applies for all events. The frequency board will be monitored.
- Competition will begin at 2.00 PM SHARP!
- Aggregate points will be awarded for placings 1st through 4th which will go towards the annual Championship award.

YVA General Meeting Minutes
Minutes 26-10-14
Meeting Opened 8.01

Visitors – Als Kids

Apologies – Bruce Thompson, Karl Warhenburger, Bill Wheeler.

Minutes acceptance – David Anderson, Alister Nicholson.

Matters Arising – None

Treasurers report

Club check account – \$4,938.95

Money Extra – \$4,053.68

Outgoings - Mower Repair Costs. News Letter Printing. Insurance, Stamps etc.

Accepted – Bill Cooms, Graham Jenner

Correspondence in.

None.

General Business.

Thanks to David Hipperson for arranging the Frank Curson memorial Award for WW1 Warbirds.

Passed with Acclamation.

Andrews Scale Models have donated a hundred Dollar Gift Voucher.

Holy Cow. Awarded to Hugh Coleman

General Business

Daryl Doyle has donated a weed wand and a substantial amount of weed killer to get rid of the cape weed.

Discussion around whether it is worth doing at this stage, or waiting until a better time of year.

Mention that Arthur Green has suffered a mild Stroke. Best wishes offered.

Working Bee. Al says that the Club house is starting to look a bit tired. Suggested that we spend a few hours doing some routine maintenance.

Jon said how he arrived to the club yesterday to find the sink and environs a mess. Mess was fairly deliberate.

Bill Coombs has made some new ground pegs for restraints. The club thanks Bill.

New padding needed for the restraints.

Al requests that a section be mowed for him to practice his hovering.

The GA windsock mast has been purchased and is in the car park. David Anderson has been nominated as the painting volunteer leader.

Committee has passed the job of arranging the club Christmas do back to the members.

Damian Mould will ask the owners of the Yarra Valley Conference centre.

Show and Tell

David White – Black Horse Mustang with an OS GT15 (with a special Glow Plug) to run Petroil without an Ignition system. David recommends the engine!

Tim De Haas.- Catabria by Tim Hooper.

David Hipperson – Antic Micro

Parting Shot

This shot was shared by Euan Haig captured at the Newstead Mens Shed, somewhere near Castlemaine.



Lot Number _____

Sellers Name_____

Description_____

Reserve \$_____

Winning Bidder_____

Lot Number _____

Sellers Name_____

Description_____

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