



# “THE FLYER”

YARRA VALLEY AEROMODELLERS NEWS LETTER

October 2015

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The Ultimate in Scale Modelling. The Vintage Aviator's replica BE2c (Early) - Specifically the base of the Starboard Inner Rear Interplane Strut. Here you can see the ouboard flying wires, the Inboard Land wire and the base of the interstrut bracing wire.

This issue includes the third and concluding article by David Hipperson on rigging Model Aircraft.

Next Meeting

**The Next General Meeting will be on the Monday 26th of October 2015  
at 8.00 PM**

**Venue - Red Earth Centre in Mooroolbark.**

**Newsletter now on our website at:- [www.yarravalleyaeromodellers.com.au](http://www.yarravalleyaeromodellers.com.au)**

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

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

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– to be stamped at the time of each purchase.

### Editors Report.

Well, my modelling has slowed to a crawl lately. My music has taken a front seat again. Having played the trumpet in amateur orchestras for 20 odd years until I got married, I had actually given up playing about nine years ago and was even considering selling my trumpets.

Now that my life is my own again, I can do what I like. And as people say, you have to do what you love. Yes, I love building and flying Model Aeroplanes, but Music is what feeds my soul.

So I'm back playing with Whitehorse Orchestra in Box Hill every Saturday morning for rehearsals... and loving it.

Taking cello lessons as well. I played that too many years ago and always enjoyed it.

You can never have too many strings to your bow (Boom-tish!)

In the meantime, I still have far too many projects on the go. A few of my own and one for Euan Haig (see later in this issue)...

But then, life as it always does, has put another bloody hurdle in my way... Last week, I was running as one does when one is running late for a symphony concert, and rolled my ankle.

I thought it was just a sprain and was strapping it and doing what one normally does, if only at a hobble, rather than a jog. But I started to get concerned 6 days later that the swelling was not going down and the pain was still insisting on cutting through my day dreams of BE2c's doing circuits of the field to a backing track of Mahler's "Resurrection" symphony. So I made an appointment with my GP who then sent me off for x-Rays.

Turns out I've broken the end  $\frac{3}{4}$  of an inch off my Tibia. Ow!

Anyway, we muddle on.

See you all at the HH memorial day!

Cheers,

Hugh





# Presidents Report

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

I trust you have been able to get out and have a fly with this magnificent weather we are currently experiencing.

Unfortunately I have been out of action for the past 3 week having made my visit to Knox private for some hernia repairs.

On the mend now and able to drive once again so I hope to get out for a fly soon.

What's happening at the field.

Mower trouble has forced us to take steps to try to fix the current machine and we expect this will cost around \$850. In doing this we should be able to buy some time to investigate other possibilities around replacement.

Stay tuned for further advice on this subject. The Committee is yet to submit its application for funding or a grant but will address this as a priority once we are back and working with the current machine.

I am looking forward to the Auction night in November and also the Hayden Hampson / Frank Curzon trophy event now scheduled for November (see details later in this issue)

**The Yarra Valley Aeromodellers 2015 Annual Auction will be held at the November General Meeting – Monday 30<sup>th</sup> of November, 2015 at the Red Earth Centre, Mooroolbark.**

**Members are encouraged to scour their sheds, workshops and book shelves for all Models, Kits, Engines, Plans, Publications, Tools, Transmitters, Receivers, Servos and any other items that they think other members might be prepared to pay good money for.**

**All items presented for sale WILL be put on the stand.**

**A great opportunity to pick up some early xmas presents!**

# Rigging for Biplanes part three

David Hipperson

In the earlier parts I highlighted (perhaps too much) some of the time required to both assemble and dismantle a pioneer aircraft each time it is taken out for a flight.

If you are a novice builder or just new to early aircraft I suggest you could do worse than starting off with a kit and personally I recommend three sources although two are somewhat more practical. Number one is from Proctor Enterprises where either their non-scale Antics or their scale kits are both well designed and contain all the required airframe hardware. Number two are from DB Sport and Scale where their SE5a and Sopwith Pup are very good. Number three are the aircraft from Mick Reeves which are exceedingly good but even bigger and more costly. The only reason I do not include Balsa USA is no criticism of their models but most use largely self supporting wings rather than being dependant on rigging.



My own recommendation to a genuine novice is the Antic Biplane which though non-scale is a whole learning and teaching process all in one. It is a reasonable size, contains virtually all of the building and rigging techniques and is a great flier. Finally, despite our current unkind exchange rate it is still a fair price and great value for the money. The photos cover some areas of my own 80" span heavily modified Balsa USA model built from their plan. The original kit does not require rigging because it uses a one piece wing. My version split the wings for convenience and then makes use of both wings with landing wire on the top and flying wires on the bottom. Hard points for connection were created from 1.5mm paxolin and work extremely well.

I made comments about my own simpler system for rigging. Being a sport scale flier at best I am contented to use single rigged black fishing trace for my rigging. This is then mated up at one end (usually the lower end) with two items. The Du-Bro "rigging couplers" are neat and robust to which I then fit metal clevis with a lock nut and a keeper over the clevis. I am clearly aware that this is not perfect "scale-wise" but is easy to adjust and simple to click on or off.

I frequently match this to suitable size split pins epoxied into hardwood blocks set into the wings or fuselage as is appropriate. This too is neat above the covering and if you are lazy like me saves considerable effort rather than making up endless brass fittings. I find that most people including numerous judges accept this readily unless you are heading for the higher echelons in scale competition.

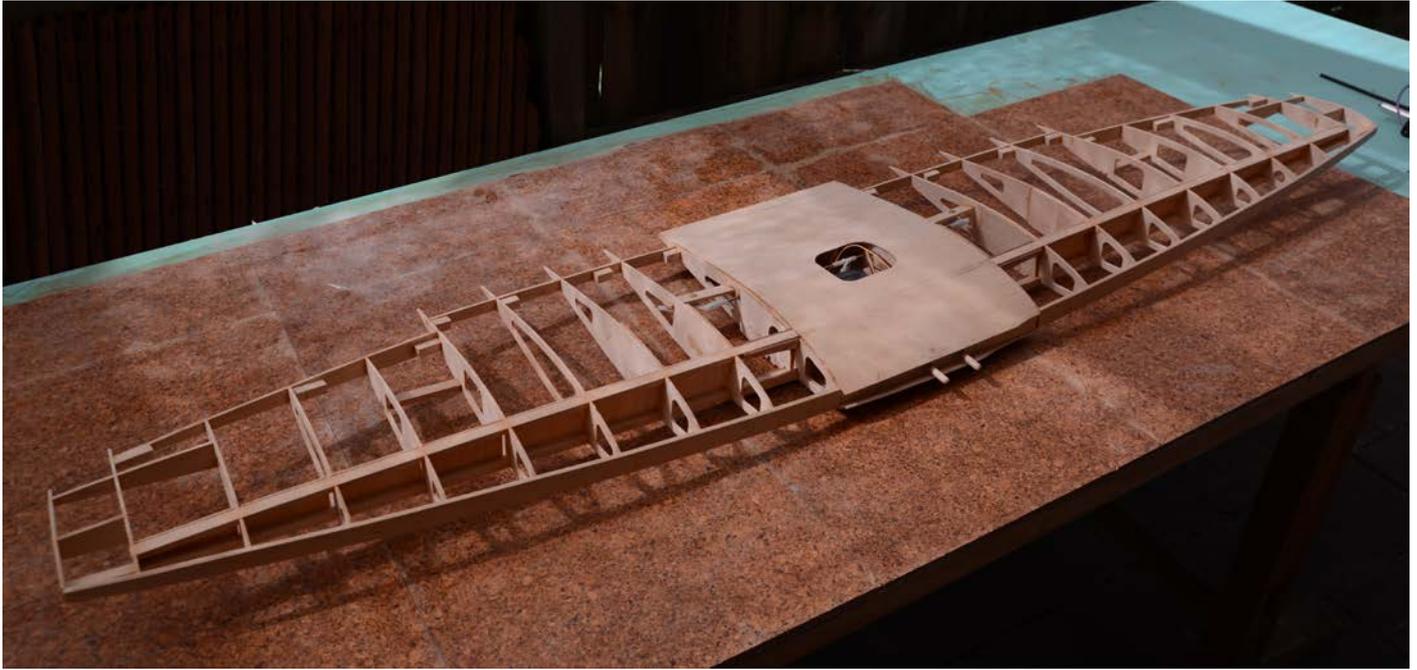
For me building an early aircraft must look (superficially at least) right and fly right. I accept my own limitations and also know that after reading quite a few of the books within my library I believe that many early builders were equally practical in their approach. The principal difference for them being that they had to physically take to the air and if I had to do that I may well take even greater security myself.

Good luck with your project and if you want ask anything I try to help.



# TopFlite Spitfire

A couple of months ago, Euan Haig asked me to take on the job of finishing his TopFlite Gold Edition Spitfire. Euan started it a few years ago (Eight Years) and got as far as framing up the wing.



He started it intending to build it with a fixed undercarriage. But after talking to various of our members when he first joined the club, he was convinced to fit a retractable undercarriage.

So, my first job is going to be removing the structure that Euan built in to take the fixed undercarriage and replace it with a structure to take the retracts.

Here you can see where Euan has already started to cut out the bearers that were fitted for the fixed wire under carriage.

My first job is going to be completing this removal and fitting bearers for the Robart

pneumatic retracts that Euan purchased for installation.

Euan wants me to finish before the 2016 Hayden Hampson Memorial Day.

I'll do my best. And I'll post updates as I go in future issues.

Cheers,

Hugh Coleman



# Kyosho T-33 and E-flite Mustang

At the last meeting I showed two models. The Lockheed T-33 dates back to the 1990s when Kyosho brought out this EDF with a heavy duty "buggy" brushed motor. Designed to run on either 7 or 8 Nicads it flew well but realistically flight time was only around 3.5 mins. It was also fairly weighty due to the Nicads along with receivers and servos which were usually bigger.

During a visit to WA we went to see a friend who happened to own a model shop (strange that!). Jan spotted this new but, by then, outdated kit up on the top shelf and promptly pushed me into buying it. OK, so it then sat around until this year when I installed a Mega EDF motor and shifted to a 3S 3700 pack. Weight fell and the model can be hand launched with power to spare.

The old T-33 is really pleasant to fly and looks at its best at about 1/2 to 2/3 power when it flies the way an old jet should. Glad Jan hit me round the ears.



The second model is the micro Eflite Mustang which I intended for indoors but truthfully it is a bit too quick for my reflexes in the basket court although I've flown it in there about three times. Outside in a gentle breeze it is sheer delight but it is small and light so you still need to keep your wits about you and you must land with around half power until 300mm off the ground. For little 1S pack it has brilliant duration and treated with care can be looped, rolled etc without problems.  
David Hipperson

# Haydn Hampson Memorial Trophy



22<sup>nd</sup> of November 2015

This years Haydn Hampson Memorial Trophy day will open classes up for a lot of other categories than the strict Scratch, Plan or Kit Built Warbirds that have been taking part the last two years. This time we will be having classes for ARF and Civilian models as well.

Of course the actual Memorial Trophy is still only open to the afore mentioned Scratch, Plan or Kit built Warbirds, And the pilot, has to have built the model.

But there will be prizes awarded also for the following categories.

- Scratch, Plan or Kit Built Warbird Over 60 size (90 FS)
- Scratch, Plan or Kit Built Warbird Under 60 size (90 FS)
  - ARF Warbird Over 60 size (90 FS)
  - ARF Warbird Under 60 size (90 FS)
- Scratch, Plan or Kit Built Civilian Any Size
  - ARF Civilian Any Size



So, there are plenty of options for prizes in the next HH Memorial. But note, that the entrants must still be scale models of the prototype... That is, accurate or semi accurate scale outlines (not Flair Magnaitillas etc as models of Eindekkers). Any power source is allowed - Electric, Glow or Petrol. Any scale is allowed... But you'll see above which classes they fit into.

Please note that this is not about flying skill, and it's not about building skill, it's about building and flying... in short, taking part!

There will Also be a Bumper Raffle on the day with heaps of great prizes to be won. So even if you don't manage a prize in any of the classes, you can still be in the winning!

**On top of all this, the day will also see the awarding of the inaugural Frank Curzon Memorial Trophy. This is a specific trophy to be awarded to the best World War One model flown on the day.**

YVA CLUB MEETING  
Minutes of meeting held on  
31<sup>st</sup> September 2015

Venue: Moo Cafe room Mooroolbark

Meeting opened: 8.10pm  
Members present: 22  
Apologies : Adrian Whiter  
Previous minutes: Read/accepted: Hugh Coleman, Jon Gouge  
Matters arising from minutes. Nil

Correspondence in: Letter addressed to Melbourne Radio Controlled Aero Club from Jason Wood MP announcing the Stronger communities Program to fund small capital projects in local communities. Non for profit organisations are eligible to apply. This will be followed up.

Correspondence out: Nil

Registrar report: No change to membership this month.

Treasurers report: Estimate only: Term Deposit \$13679.92 less \$9918.00 owed to MAAA/VMAA . Cheque A/C \$4113.67 , less expenses such as mower belt and printed newsletter cost etc.  
Jon Gouge confirmed cheque has been sent to VMAA  
Treasurers report Accepted: Tim De-Hahn. Bruce Thompson.

General Business:

Many problems have been experienced with the ride on mower and it also has now started burning oil. Euan Haig suggested a crankcase breather blocked which could cause this. There have also been many deck problems in the past. The mower needs to be replaced as quality has not been up to scratch

Many things were discussed regarding a replacement. Kubota is perhaps favourite at the moment. Made in Japan and dealer in Yarra Glen.

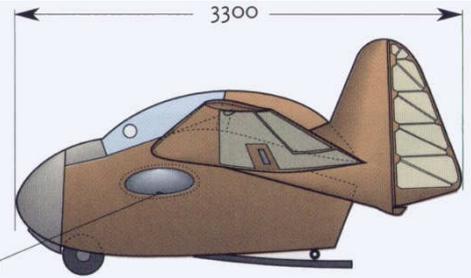
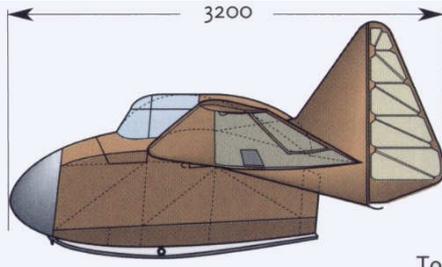
Raising the money will be a key issue but it is possible.

Discussed the possibility of raising club fees by around \$15 to \$20 ,Members present were agreeable to this idea but no figure can be set as yet. Loans can be sought from various sources

A Letter or email to be sent to Ray Jarvis (via Damian Mould) who did some slashing for us which improved the strip surroundings considerably.

Show and tell. David Hipperson and Jon Gouge

Meeting closed: 9.15PM



Tow hooks on fuselage

# Fauvel AV 36

## & 361

1951 - 1960

AV 361

Mass empty 125 kg

In flight 258 (max)

Wing area 14.6 sq m

Aspect ratio 11.4

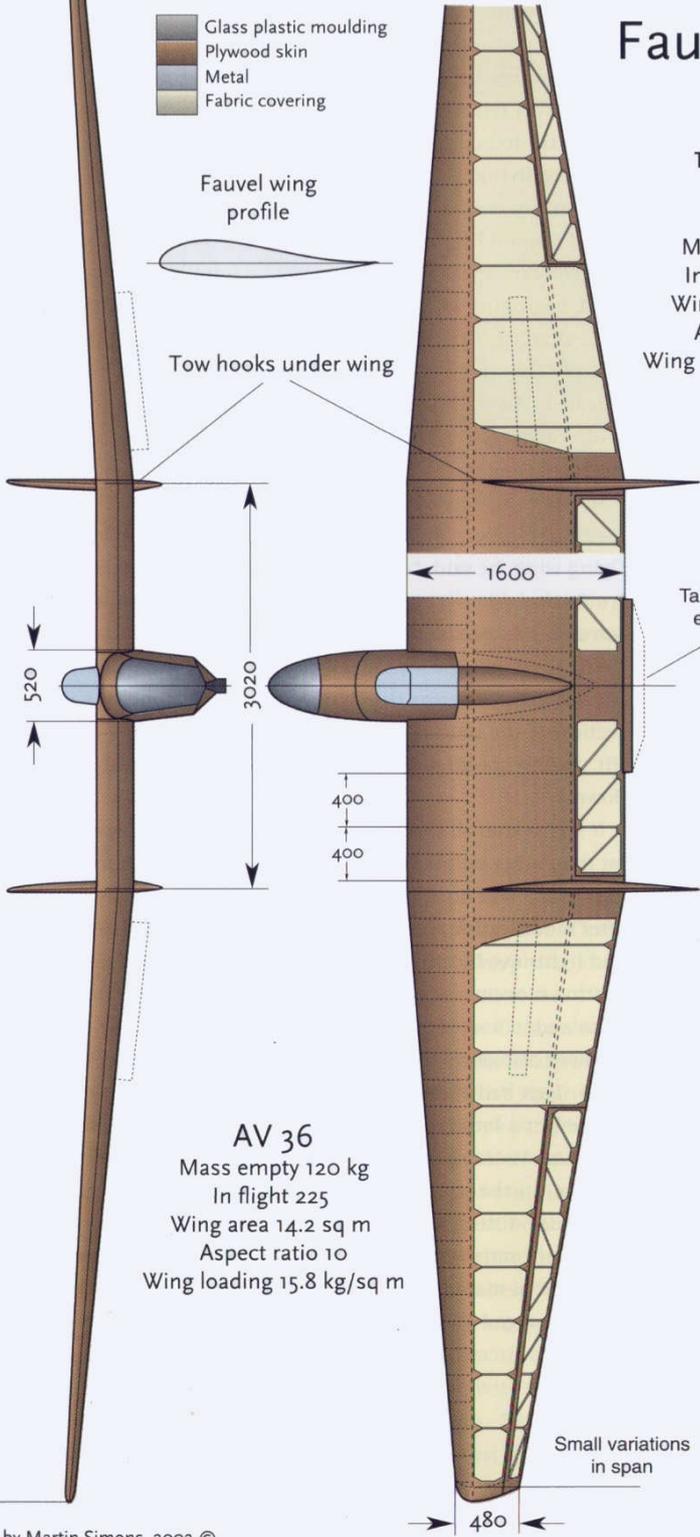
Wing loading 17.7 kg/sq m

- Glass plastic moulding
- Plywood skin
- Metal
- Fabric covering

Fauvel wing profile



Tow hooks under wing



### AV 36

Mass empty 120 kg

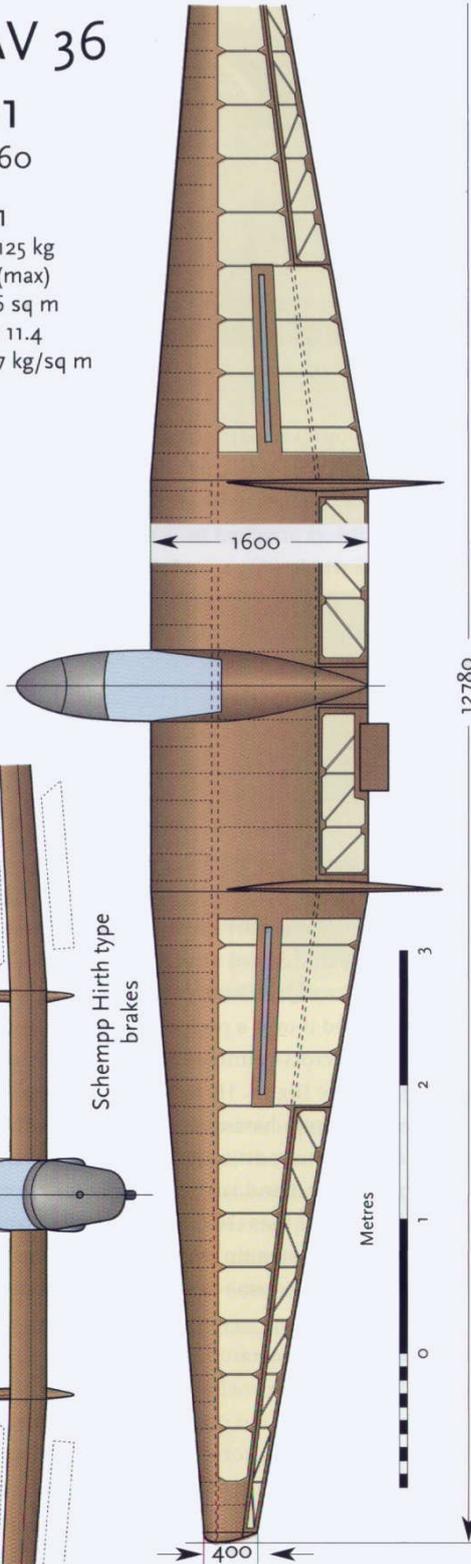
In flight 225

Wing area 14.2 sq m

Aspect ratio 10

Wing loading 15.8 kg/sq m

Tab on some examples



Schempp Hirth type brakes

545

