



“THE FLYER”

YARRA VALLEY AEROMODELLERS NEWS LETTER

November 2015

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Quite a few of the Wednesday Build Groups Big Sticks have now flown. Above you can see Karl Wahrenberger looking pleased with himself and his model. Alister Nocholson's Big Stick also flew last Sunday at the field.

Watch out for Jons at the Christmas BBQ

Photo – Jon Goudge

Next Meeting

**The Next General Meeting will be on the Monday 30th of November 2015
at 8.00 PM**

Venue - Red Earth Centre in Mooroolbark.

Newsletter now on our website at:- 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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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.

The Yarra Valley Aeromodellers 2015 Annual Auction will be held at the November General Meeting – Monday 30th 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!

Presidents Report

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

Well it's great to be back on my feet and progressively improving after the surgical ordeal.

I managed to spend a solid day out at the field on Sunday the 8th and shared some excellent flying conditions with a small but enthusiastic group. Congratulations to Alister and Karl whom have both completed their Giant ugly stick scratch built models and are now "following some refinement", enjoying the fun flying characteristics of these simple design models.

Some of us are soon to complete but are struggling to find the time. I hope to have mine in the air by the 22nd for a formation fly -by in honour of the man whom inspired us to work on group projects like this one (HH)

I snapped off some photos that afternoon and have included them for your viewing pleasure. Many thanks to Glenn Dunstan for the PC9 now fitted with a OS GT22 and flying like a bought one. Its pictured with Two other aircraft, the Yak55 (prize from Model Engines Day) and a small electric Bye recently acquired and flying beautifully on 3S.

What's happening at the field.

After much debate the mower has been repaired at the princely sum of \$850 and to all reports is running well again (fingers crossed it stays that way for at least a couple more years)

Well the years has passed so quickly and we are now facing into Xmas so don't forget about our BBQ and night scramble event on the 6th December.

Important event on the 22nd November

The Hayden Hampson /Frank Curzon trophy events are due to take place on Sunday the 22nd November so be sure to get prepared and see the details later in this issue.



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Also note it is our annual auction for the November meeting so make sure you sort through your stuff and bring it along with your wallet. See you at our next meeting on the 30th November or sooner on the 22nd.

Happy Landings,

Jon Goudge

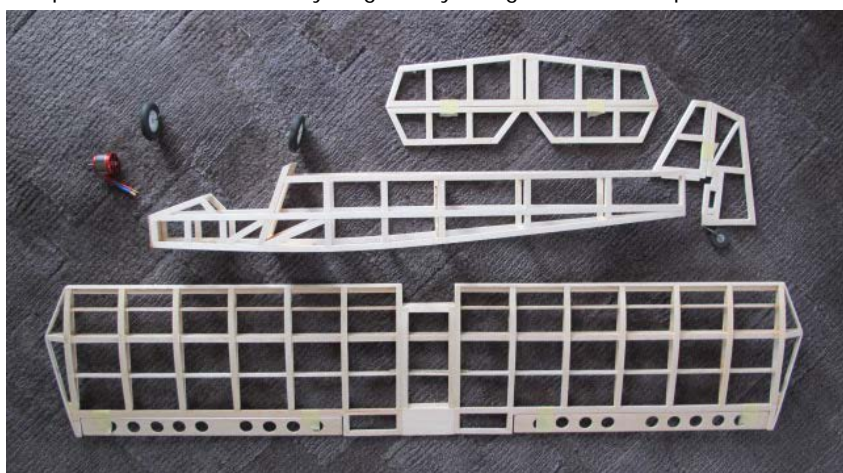
Dimwatt IV

David Hipperson

The Dimwatt III originally comes from around fifteen years ago when American modeller Tom Hunt turned out a series of electric models he referred to as the "Stik" range. These were mostly powered by brushed Speed 400 motors and during that time I built several including the Ellipstik (a flying wing), Stikchell (a very semi-scale B-25) and a larger model, the Midiwatt. Tom's design using the electrics of the time was intended to be between 397g (14 oz) to 510g (18 oz) and I hoped my version enlarged by 20% wouldn't be too much more.

If you are used to working with balsa and cyano then this is a real quickie and the whole build took

little more than a week of evenings. Tools are minimal but a balsa stripper is pretty important and all of this aircraft came out of my scrap box. You will see everything is very straight line and simple and note that there are no conventional wing ribs.



Using the plan one takes the cut strips and simply follows the layout. Then a series of spars from harder material are glued in place. The main spar is actually an "I" beam so although balsa size for size this is very strong. The ribs are then formed by using double layers of thinner strip wood which curve over those spars. This is incredibly easy and quick but I recommend stroking the wood between the fingers while gently pulling the strips through a curve. Try it yourself with a bit of balsa if you don't believe me. Once the first strips are glued down using cyano on the leading and trailing edges plus the spars it is already becomes robust. I then followed up with the second layer

using aliphatic glue before leaving everything all pinned down overnight. I changed the wing by adding ailerons this whole wing took around two to three hours from start to finish other than fitting the servos and the covering.

The fuselage is ultra straight forward but once again I modified it a little. Being physically larger than the original I cut two formers from 2.5mm "liteply". Virtually everything is straight and the tail plane, fin and rudder are also cut from the same size material. Other little additions are the ply plates for the motor mount, for the undercarriage mounting, battery mounting and wing bolt location.

The motor is almost my oldest brushless outrunner, a 23 turn HET motor from the Netherlands and is a real delight being able to turn an 8 or 9 inch prop off 3S. To this I added a 20amp Hyperion ESC and four Hitec HS 55 servos.

Covering was from red translucent Oracover with some scraps of gold and black around the nose and cockpit cover. Some real "old school" work went into sewing the undercarriage to the pre-drilled U/C ply plate while the cockpit canopy which doubles as the battery cover is held in place by elastic bands that run under the fuselage. Having finished the whole thing and fitted with a 3S 1300 Lipo pack it weighed in at 512g or pretty close to the original at 18oz.

The maiden flight took place on the morning of Melbourne Cup day which was calm although a little overcast. I'd like to say it was as expected but just using an old TopFlite 8 X 4 I was taken aback when Dimwatt fairly ripped off the strip and was climbing out nearly vertical even before I put in full power. There was definitely no shortage of urge and I think I could go down to 2S if I really wanted to. However, it's only a matter of using the throttle. With my usual repertoire of loops, rolls and stall turns I found they were great but at some point I think I may add in a little more down thrust as it does want to climb even on a sniff of power. The glide is good and landings are light as a feather but to be fair at only 500g AUW that should not be surprising either.

Inexpensive, quick and easy what more could one ask for.



YVA Club Auction

November 30th 2015

Set up time – 8.00 onwards. Lots are able to be brought along from 8.00 to 8.30 Sharp! Lots will not be accepted after 8.30 PM!

STRICTLY No Exceptions!

Lots will be available to view and to discuss with the sellers between 8.00 and 8.45.

The Auction will start at 8.45 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 8.30 PM! There will be NO EXCEPTIONS!

- Bidders are asked to Bring a Pen (or a bucket of tar within which to dip your thumb). This is to enable YOU to note the lots you have won – hopefully avoiding confusion and possible fisticuffs later in the evening.
- A \$2.00 door charge will be requested of all attending.

Haydn Hampson Memorial Trophy



22nd 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.

Vendor Name –

Lot Number (Office Use Only)

Description (Brief) –

Pertinent Details –

Reserve –

Winning Bidder Number (Office Use Only) –

Cut here _____

Vendor Name –

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