

Presidents Report

Hello YVA members one and all and welcome to this addition to the June 2016 edition of the YVA newsletter. Well, it's been a very busy year so far and a significant number of events have taken place so far.

At the Field

Club Mower. The ongoing problems with our mower have been the principle topic at committee and a challenge for us to manage. Fortunately a successful application to the MAAA club assistance scheme has resulted in our ability to purchase a new mower and get back into a reliable position with equipment for the mowing team and the broader club. Of course if we don't have a flyable field we don't have a club. The old mower is currently unserviceable and will be sold by tender,

MAAA Conference

The MAAA conference has been and gone with a full two day conference debating some 62 items. You would have received the update from Neil Tank on this and also noticed the MAAA executive have been able to hold steady on the annual fee structure. I will attach Neil's report in the event if you have not seen it.

Noise Complaint

After receiving a complaint via Bruce Waters from our closest neighbour I attended a meeting along with treasurer Alister Nicholson .

Much of the detail was captured in correspondence and via email however here are the key takeouts.

- YVA will be more stringently enforcing the flying time rule of 9.00am to 6.00pm (electric models and gliders excluded).
- Keep a vigilant ear on sound levels and ensure IC and jet turbine powered aircraft operate within approved limits.
- Keep you informed by way of email and our web site as to the club's program of events.
- Seek to make a compromise when you have a special need.

- Work with club members in creating dedicated flying times (Perhaps we limit petrol and jets to a morning session say 9.00am to 12.00pm on weekends as a suggestion).
- YVA will take steps on educating our members in ways to introduce further muffling to their engines.

In principle the club needs to ensure there is the option for compromise and maintain a healthy relationship between all parties. There will be further discussion on how we can reduce the noise levels and this could include changing the flight envelope. If you have any suggestions please attend club meetings to share your thoughts.

AGM in July

As you would all be aware I will be retiring as club president to make way for another enthusiastic person to help progress the club and promote the sport.

That's all from me at present so see you at the next club meeting.

Happy Landings

Kind Regards

Jon Goudge – President

YVA Club Meeting Minutes

30th May 2016

Venue: Red Earth Centre, Mooroolbark

Open: 8.00pm

Members present: 23

Apologies: Daniel Goudge, Greg Lepp, Adrian Brown, David White, Timothy Campbell.

Visitors: Nil.

Previous Minutes: Read.

Minutes Accepted: Carl Wahrenberger and Tony.

Matters Arising:

It was found during the last week of May our existing mower had failed once more. This apparently due to a problem in the belt system.

As a result Jon Goudge removed the mower to place it in storage. It will then be inspected so that the committee can make a decision regarding how to proceed whether for repair, sale or both.

Jon then took it upon himself to purchase the previously discussed Kubota mower. This purchase was from his own funds and he will be reimbursed by the club ASAP. It is apparent that the club will receive funding from the MAAA to the sum of approx. \$4000. Further confirmation of all of this will be at the next meeting.

Noise Complaint:

As most members may now be aware there has been a noise complaint regarding our activities. In the first instance this was addressed to our farmer Bruce Walters and came from the resident of the adjacent property.

Jon Goudge and Alister Nicholson did manage to have a meeting with the resident. However, the seriousness was apparent and should we not take action he would pursue the matter. Some specific types of aircraft were identified and the periods of flying.

In view of this the committee and members present decided that prompt action must be taken to alleviate this. A lively discussion took place and some ideas explored but additionally Jon called for input from all members. If you have ANY practical ideas please contact the secretary Dave Nichols by email on:

secretary@yarravalleyaeromodellers.com.au

Also please read my own personal comments at the end of the minutes.

Correspondence In: VMAA Newsletter.

MAAA Conference Minutes (in W.A)

Correspondence Out: Nil

Treasurer's Report: Deposit Acct - \$4123.11

Cheque Acct - \$1789.41

General Business:

Roger, Damien and others sprayed the field to treat the weed. Hopefully we may see some results from this work.

Jon Goudge reported on the MAAA Conference in Perth particularly problems within NSW. Most members should be in receipt of an email regarding the minutes from that meeting.

We would remind you that club fees are due and payable. A form can be downloaded from the club website in the documents section and I have so far distributed 30 hard copies both at the flying field and the meeting.

Jon and Adrian are both resigning at the AGM so we are in need of committee members.

The next meeting is 27th June 2016

Meeting closed at 9.30pm.

A Personal View

As you will see we have a problem with noise. Whatever you may think this is a serious matter whether you believe it or not. It is also a problem that the committee cannot solve because this requires attention from every member.

After 60+ years in the hobby I have seen numerous fields lost both in the UK and here in Australia. With one exception noise was the principal factor. At this moment the complainant is relatively reasonable but at this time happens to cite petrol engines and gas turbines as an annoyance. However, I believe that as time goes by unless we take steps to reduce sound levels it will not stop there.

Luckily, the resident does not appear to object to model aircraft and accepts both electric and sailplanes. Whatever my own preferences I have no desire to see this as an "all electric" club unless there was absolutely no alternative.

I can say with honesty when I used to fly "oilies" both two and four stroke I was not fond of the noise and made every effort to reduce the sound of my engines. The only really "quiet" engine I had straight out of the box was one of the early "open rocker" OS .60 FS which required no muffling yet in flight was little louder than some electrics.

Because of this I am well aware that there are quite a few effective mufflers either complete or as add ons. Some manufacturers of both glow and petrol engines only pay lip service to reducing sound levels supplying mufflers that do little or nothing. Recently Damien Mould mentioned at a meeting that really good petrol mufflers can be purchased and there have been numerous articles on muffling glow engines even down to the humble .40 so it can be done. It may surprise some that even a change of prop can cut down sound levels with increase of diameter or pitch. Regardless, although some cost or effort might be involved it is nothing if you keep the field.

Should you be too lazy, tight or hope the problem will magically disappear (it won't) or simply feel you cannot do without noise then I'm sorry if this is a bit brutal but find another club. Fields are very easy to lose but much harder to find.

This is a personal view and I take responsibility for posting it.

David Hipperson