



# “THE FLYER”

## YARRA VALLEY AEROMODELLERS NEWS LETTER

October 2016

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Congratulations on equal second place to team YVA in the VMAA trophy. Great effort. Pictured from left to right, Daniel Goudge, David Nichols, Jon Goudge, Euan Haig, Greg Lepp and Karl Wahrenberger

## Next Meeting -

The Next General Meeting will be on the Monday 31st of October 2016  
8.00 PM Venue - Red Earth Centre in Mooroolbark.

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

## Presidents report - David Nichols



The club meeting held in September was a little down on attendance, but it was a horrible wet night weather wise, and I do not blame anyone for wanting to stay home. Thanks to the guys who did come though, it was good to have your company. You will be able to view the minutes on line if you wish, and for those who do not have a computer a printed copy will appear in the clubhouse in due course. I do have some copies of the last newsletter which I did want to take out to the field, but for five weeks now I have been unable to get there.

Congratulations to Neil Griffiths who is now the proud owner of our original John Deere ride on mower. This was won through a silent auction and his was the best bid. We hope he has many happy hours of mowing while he really wishes he was out at the field flying!

There will be a SPORTS SCALE EVENT at the field on Sunday 13<sup>th</sup> November. It will be held by the Scale association and the field will be closed for general flying from 9.00am until 3pm unless otherwise advised. I must apologise to all members for such short notice about this, and have to take personal responsibility for not letting everybody know sooner. This is actually a replacement date for a previous scale event which had to be cancelled due to bad weather. However if you have any aircraft that is reasonably scale then please feel free to enter on the day.

Jon Gouge recently headed up our team for this years' VMAA Trophy and did once again did a sterling job of getting the team together and managing it so well. It was held at P&DARCS this year and it will now alternate each year with the Northern state field. The weather on Saturday was ok despite the forecast, but the prediction for Sunday looked to be un-flyable. With this in mind the decision was made to knock over as many events as possible on the Saturday and decide on Sunday whether or not to continue. This worked out ok because the 50km plus winds forecast did not arrive until late on Sunday, and luckily we were all done by around midday.

The final result was good if not marginally disappointing for Jon and his team. After a concerted effort we finished up equal second with the La Trobe club, and P&DARCS won the trophy by one point. The trophy almost had our name on it were it not for a part falling off the carburettor in the closing stages of our musical landings entry.

These things happen sometimes so we will have another crack at it next year. Well done guys, your club is proud of you.

A working bee is due soon and a number of jobs need to be done. We are still working out what is priority and how much it will cost, but the car park, driveway, clubhouse and mower shed will all get some attention. When the time comes we hope you will lend a hand and embrace the team spirit. It is actually fun, and makes you feel more part of the club, rather than just a paying guest. A BBQ will be provided and you can of course have a fly after the work is done.

Finally I wish to extend a big thanks to our new committee who are settling into their various rolls very well. I am confident they can serve your needs and will do so willingly. Also all brilliant ideas will be considered, but you have to let us know.

Plan the Fly then Fly the plan.

David Nichols . YVA President .

## **VMAA Trophy Weekend**

**Jon Goudge**

The VMAA trophy has come and gone for another year and yet again the YVA team came in equal second to the winners (P&DARCS)

The competition was close with only 1 point separating us from the trophy.

We competed in all events with the exception of the Thermal glider event and the Old Timer event.





Our team place well with Greg Lepp winning both Heli events, Karl taking out 3rd place in electric glider, Daniel taking out 2nd place in limbo and Dave winning second place in the fun scale.

We were doing really well in the musical landings until a mechanical failure with the carby took us out of the race (up until that point we were consistently arriving on the strip within the first 2/3 models).



The next trophy event will be shortly after Easter next year out at northern (State Field) I really want to get a strong team together and select the very best flyers for each event and fly an entry in every one. Prep work is underway and we hope to bring home the bacon next time.

Special thanks to the entire team;  
Euan ; Combat pilot  
Daniel ; Scale aerobatics, Limbo & Musical landings  
Greg; Heli pilot 2 events  
Karl; electric glider  
Dave; Fun Scale  
Jon Goudge Team Captain



# 2016 VMAA Trophy Team Results


## VMAA Points

The best 6 of 10 events to count

Juniors receive an extra 1 & 1/2 point and will be added to overall team score



CLUB	RC Combat	Heli 3 Circles	Fun Fly	Fun Scale	Scale Aero	Heli Novice	Thermal Glider	Electric Glider	Sport Limbo	Old Timer Duration	Club Racing	Musical Landings	Total of the best 6 scores	Juniors points	Total points	Team PLACE
NFG	1	0	0	4	2	0	0	3	0	6	0	5	21	2.5	23.5	5
LVMAC	5	3	0	6	4	0	3	6	3	3	0	6	30	0.0	30	2
P&DARCS	4	5	0	3	6	5	6	0	2	5	0	1	31	0.0	31	1
MFWAC	6	0	0	2	5	0	4	5	5	0	0	0	27	0.0	27	3
PARCS	3	0	0	0	0	0	5	1	4	2	0	4	19	0.0	19	6
VARMS	6	4	0	1	0	4	0	2	6	4	0	2	26	0.0	26	4
YVA	2	6	0	5	3	6	0	4	5	0	0	3	29	1.0	30	2

 indicates tied position

Team Points:

1	2	2	3	4	5	6
31.0	30.0	30.0	27.0	26.0	23.5	19.0
P&DARCS	LVMAC	YVA	MFWAC	VARMS	NFG	PARCS



Congratulations to the winning team from P&DARCS



Event	1st	Club	2nd	Club	3rd	Club
Helicopter 3 circles task	Greg Lepp	YVA	Paul Webber	P&DARCS	Tony Rifle	VARMS
Helicopter Novice Class rules	Greg Lepp	YVA	Paul Webber	P&DARCS	Tony Rifle	VARMS
Combat	Graeme Anderson Graham Sullivan	MFWAC VARMS	Wayne Lewis	LVMAC	Chris Coultcutt	P&DARCS
Fun Scale	Paul Mitchell	LVMAC	David Nichols	YVA	David White	NFG
Old-Timer Duration	Anthony Mont	NFG	Ian Robertson	P&DARCS	Kevin Fryer	VARMS
Thermal Glider	Steve Malcman	P&DARCS	Manny	PARCS	Darren Mecklem	MFWAC
Electric Glider	Mick Gunn	LVMAC	Michael Andrysik	MFWAC	Karl Wahrenberger	YVA
Musical Landings	Dave Lewis	LVMAC	Riley Sills	NFG	Dennis Davis	PARCS
Scale Aerobatics	Cliff Mciver	P&DARCS	Michael Andrysil	MFWAC	Dave Lewis	LVMAC
Sports Limbo	Colin Kahn	VARMS	Darren Mecklem Daniel Goudge	MFWAC YVA	A. Hampson	PARCS

**Indicates equal 1st, 2nd or 3rd**



Daniel Goudge taking a well earned rest after scoring 12 of the 30 team points for YVA. Fantastic effort and a great individual result.

## Dynam P-47 Thunderbolt

## David Hipperson



I recently had occasion to sell my much loved and well used Dynam Hellcat to a club member. I did it in part because I fancied having a change so the choice fell on the Dynam P-47D Thunderbolt.

Many of these Dynam “war-birds” come in at around the \$220/230 price bracket so represent, in my opinion, very good value for a reasonable size “foamie”. They are

tolerably close to scale, come with all the hardware including electric retracts and are light in weight so the wing loading and handling is pleasant if you are comfortably through the aileron stage.

The P-47D looks the part and has further advantages with good sized wheels and a broad stance to the undercarriage which allows for good ground handling. Span is 1220mm (48in) with overall weight of about 1500g (53oz) so it is also quite a handy size to pop into the car fully assembled.

Assembly is very simple and quick with a decent instruction manual. I chose to put mine together without the supplied external long range tank and although the P-47D looks bulky a check head on shows that it is actually very clean.





The day of the maiden flight was cool with very soggy ground under foot and the strip was relatively short cut although, understandably, not fully cut. Breeze was light and nearly straight along the strip so how lucky can you be?



As I mentioned, the wheels are of a sufficient size the P-47 could handle that grass easily and with a little up elevator to stop it from tipping forward directional control is first rate. Given the fact that there wasn't much wind to knock the model around it is very stable and rock steady in a long, level pass. Pulling up in a climbing turn it looks good in the air as the elliptical wing plan shows off very attractively. Loops and rolls were on par with old Hellcat so nothing to complain about there. Sensible flying time on the suggested 4S 2250 pack is around 7 minutes with about 35 – 40% left in the pack. Landings were easy with just a little power on and made better by the broad stance of the undercarriage.

For a WWII fighter this is a very benign flyer and genuinely not far off a trainer although a relative beginner would need to take some care during both take off and landing. Some on the net claim they want more speed but from my perspective it appears quite scale-like in flight speed so once again no complaints from me and I'd happily recommend one of these Dynam war-birds to anyone.

## **Dates to note!**

Check VMAA website for more details.

**October 29<sup>th</sup>-30<sup>th</sup>**

**"MossKosh" Fun Fly**

**Ararat District Aero Club**

**October 31<sup>th</sup>**

**YVA Club Meeting**

**Red Earth Centre**

**November 5<sup>th</sup>- 6<sup>th</sup>**

**Scratch/Kit built weekend**

**P&DARCS**

**November 13<sup>th</sup>**

**Sport Scale Event**

**YVA Club Field**

**November 28<sup>th</sup>**

**YVA Club Meeting**

**Red Earth Centre**



## P&DARCS Scratch & Kit Scale Rally

The P&DARCS Club is celebrating its 50th anniversary with a fantastic scale event. Check out the flyer below and for more information on the event, just click [here](#) to go to P&DARCS website. Online entry is available so why not register and come along for another great weekend.



# P&DARCS

Pakenham and District Aircraft Radio Control Society



## Scratch / Kit Built Scale Rally & Diorama Competition. November 5 & 6 2016



Mario Scerri getting his big Tiger Moth ready for the big weekend.

### Latest News;

The event has secured quite a few sponsors who have supplied excellent prizes that will be awarded by lucky draw. See the web site for a list of sponsors.  
Excellent Trophies to be award for pilots choice.

All VMAA Affiliated entrants will be given a voucher which will entitle them to join the VMAA DVD Library free. This is a saving of \$10-00.

P&DARCS have extended their Eastern North/South runway to about 150M long to compliment the 180M East/West one.

On line entry is now available on [www.pdarcs.com.au/scalerrally](http://www.pdarcs.com.au/scalerrally)

- Flying open to kit and scratch built models only – no ARFs.
- Large models will have solo flying spots if requested.
- Prizes for; Pilots Choice, President's Encouragement Award and Diorama, and lucky draw prizes throughout Rally.
- Bring along your model or come and/or admire some great aircraft.
- No documentation required – just fly and have fun.
- All sizes of scale aircraft and projects welcome.
- See web site, [www.pdarcs.com.au/scalerrally](http://www.pdarcs.com.au/scalerrally), for more information and entry forms.

**\$5 per car entry fee for pilots and spectators**



Australia went well during the week in our 4 preliminary flights at AOC in Taiwan, and all 3 team pilots made the semis yesterday..



Quick wrap on the semis...very wet humid unpredictable day... Most of the day the air was smooth but we all got caught flying during showers / light rain as it was unavoidable. Very overcast and misty / hazy at times as well.. The 3 of us did some great stuff and some not so great stuff and managed at least 1 competitive F flight each.

No Aussies made the finals unfortunately but it was seriously

close and our final spots in semis were Matt 6th, Glenn O 9th and 13th for me... Finals today will be between 5 pilots - 4 are from Japan, and one from China.

Australia looks like coming 2nd in the teams result.

Managed to survive a typhoon after we landed and an earthquake further south of us with just a short tremor at the hotel...

For more information on pattern flying go to the VPA website [HERE](#).





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



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Tim De Haan

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## **Notice: Field closed to general flying on the 13<sup>th</sup> Nov.**

**Sport scale event** will be held on this day so if you have a scale type aircraft either ARF/scratch or kit you can enter. Compulsory manoeuvres are a figure of eight and 360 descending circle, another 6 manoeuvres (aerobatic or non-aerobatic depending on aircraft) need to be done which the original aircraft was capable of as well as take-off and landing. So why not come and give it a go and improve your flying skill in the process. There is a fee of \$20 for non VFSAA members (\$15 for members) to cover cost of trophies and equipment. For more information on scale manoeuvres and events go to the VFSAA website [HERE](#).

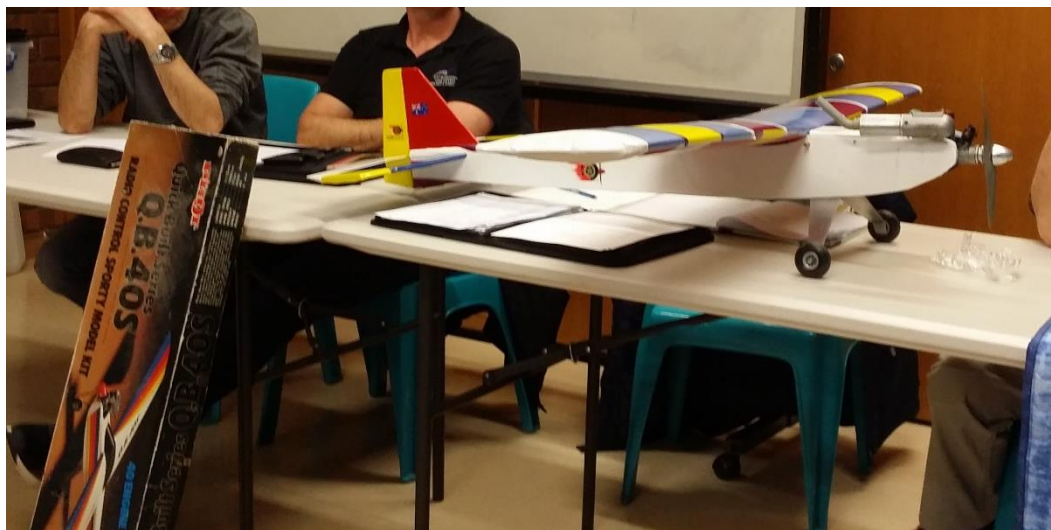
## **September Club Meeting**

David Hipperson had his Seagull Models Fly Baby Junkers. It is electric powered and David had done some great mods to the flying wires by using springs to attach them as they are only for looks and not structural. Finished off nicely with lots of detail.





David Nichols had a Pilot QB40 model which he had built from an old kit. Fitted with a Ervine 40 motor.



This is my 72" electric powered Lancaster from Tony Nijhuis plans which I brought to the meeting.

### Arvo Lancaster (Thumper)

**Tim De Haan**

Thought I would take the opportunity to give some more details of the Lancaster and some details of the build.

I purchased the plans, CNC kit and vac form parts from Tony Nijhuis in the UK a few years ago when our dollar was a much better exchange rate and had also ordered the B17 kit at the same time which



saved on shipping. I built the B17 first and learnt a fair bit from it which made the Lancaster a much easier build as its fuselage is a box type construction whilst the B17 was two half round sections joined together. In hindsight the Lancaster would have been a better first build for that reason.



There is no manual to follow like a topflite sig kit etc. but the plans have lots of the details needed and you can also download a fairly basic build procedure from Tony Nijuis website which I have put a link at the bottom of this page. The plans give two options for attaching the wings and I use aluminium and carbon fibre tube whilst the other alternative is hard wood brace setup. The twin rudders have a micro servo on each one and the tailwheel is a pull pull setup to a mid-mounted servo. I fitted electric retracts and was going to do bomb bay doors but found it was not practical for a model of this size.

To give more scale appearance and also to get a bit more power out of the motors I opted to use 9x7 props cut down to 8x7 as the biggest pitch Master Airscrew 3 bladed props are 8x6. The props on opposite sides are counter rotating which is said to help balance the torque of the motors. All up the max power draw is 800watts from a pair of 3S 4000mAh Lipo's and 4 x 30 Amp ESC's which is a bit of overkill but for the sake of a couple of extra dollars will keep ESC cool and hopefully won't cause any problems. On board BEC circuits are disabled and I use a separate RX battery as well.



The guns in the turrets are built up from round dowel and balsa sides with 3mm ally tube for the barrels. I covered the Lancaster with light glass cloth. Method used was to give the bare balsa two coats of dope first then added the fibreglass cloth giving it a coat of dope (model engines tin). After this I made a mixture of dope and Talc and applied two to three coats sanding lightly in between and checking to see if the weave of the cloth was filled then a final clear coat of dope. Automotive primer was then applied.

At this point I wanted to also add some rivet lines and found a daisy wheel tool in Spotlight that has spikes on it and could lay down lines very quickly and look the part (see picture below)



The camouflage is house paint from Bunnings which was matched with a bit of tinkering to get it close to what it should be (thanks to Andrew's hobbies for advice). The Matt Black (black coal) is an off the shelf paint that Bunnings stock as well as the Matt clear coat which was applied once all the decals were on. Decals were water transfer ones I got from ebay and printed lettering and roundels onto them.





Fitted with 2 x 3s 4000mAh Lipo's and a 4s 2000mah NiMH rx battery the Lancaster weighs 3.5Kg.  
Tony Nijhuis website click [here](#).

## **YVA Club Meeting Minutes**

**26<sup>th</sup> Sept 2016**

Venue: Red Earth Centre, Mooroolbark

Opened: 8.00pm

Members Present: 16

Apologies: Nil

Visitors: Nil

Previous Minutes read by David Hipperson

Accepted by Jon Gouge and Jenny O'Sullivan

Matters Arising:

The silent auction for the old mower was won by Neil Griffiths.

Thanks from Jon Gouge to those members who took part in the tree planting in conjunction with the farmer and his family. Graham Jenner mentioned the tree planting adjacent to the club house.

Correspondence in: MAAA and VMAA normal correspondence.

Correspondence Out: Nil

Treasurer's Report: Term Deposit - \$4124.59

Cheque Acct - \$3032.34

Registrar's Report: Currently 103 members.

## General Business:

Roger mentioned that due to extensive rain mowing has only been carried out on a weekly basis. The pits were mown and the strip is in good overall condition due to the seeding by Damian and the reduction in Cape weed.

Norm Clarke was thanked for his time on mowing over the years but now is unable to continue due to his change in location. Daniel Gouge however would like to carry out mowing.

Mention of the charity payment flying day for the Royal Flying Doctors. \$5.00 voluntary payment on 23<sup>rd</sup> Oct.

P & DARCS scale flying weekend in November. (suggest any interested person look at either the MAAA info or P&DARCS )

Tim De Haan thanked for getting back to a good quality newsletter.

Toni Martinico and others received calls regarding the change to the gate lock combination.

From Jon Gouge. Bruce our owner has made an offer that should we wish it our strip could be extended in the direction of Bleases Lane road. After discussion it was decided at this time there was little value to this and probably considerable work in levelling and rolling. However, as this offer seems to be open ended in can remain under consideration.

Roger suggested a working Bee to clean out the club and mower shed as well as adding to the car park gravel. It was suggested that a Bobcat may need to be hired if none available through other sources.

Some discussion regarding encouragement for Juniors and others. Jenny put forward that contact to U3A might be useful to attract interest for older fliers.

Graham Jenner suggested that our cap of 120 membership be recognised as 110 with ten in hand for additions as necessary.

For the VMAA Trophy competitors and pit helpers are always needed. If interested please contact Jon Gouge.

Meeting ended at 8.58pm

Show and tell:

David Nichols with finished and revamped Pilot QB 40 model.

David Hipperson with Seagull Fly Baby Junkers set up for electric.

Time De Haan with his Tony Nijuis 1800mm span Lancaster.