



“THE FLYER”

YARRA VALLEY AEROMODELLERS NEWSLETTER

November 2016

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Ken Wallace with his new Tiger Moth.

Next Meeting -

The Next General Meeting will be on the Monday 28th November 2016
8.00 PM Venue - Red Earth Centre in Mooroolbark.

Newsletter now on our website at:- www.yarravalleyaeromodellers.com.au

Presidents report - David Nichols



I would like to thank those of you who attended the last club meeting. I know it was the day before Melbourne's annual donkey race, so that was maybe why only about 18 members attended.

Although the minutes will be published in the newsletter I would prefer to get YOUR input at a meeting, so that we can satisfy the needs and desires of the membership. Some issues such as field maintenance, maintaining good relations with both Bruce and the neighbours are things of high priority and need positive discussion. If you can, please come to

the next meeting on November 28th at The Red Earth centre, Mooroolbark.

We are still working on a realistic cost to fix the car park and driveway. The original estimates were too high and possibly overkill as well, but rest assured your committee will find a solution. As soon as we have decided what we are going to do we will let you know, and hope we can rely on your support as we summon troops.

You may have heard by now that long time model builder and flyer Gary Sunderland passed away last week. He was an amazingly skilful builder and was very well known in the model world. There was little that he would not do to add that touch of realism to his models and I suspect he had many a trophy and plaque to his name. YVA will do something to honour him. We will keep you posted.

On the 5th & 6th November a big scale event was held at P&DARS. The turnout was good and there were some nice machines there. It was a scale rally/fun fly, but all aircraft had to be scale like and kit or scratch built. It was a weekend event but Saturday was not flyable. On Sunday though things were better, but a fairly stiff wind was ever present. Early on Neil Addicott flew his large scale Zero stamping his authority on the conditions. It is fitted with a 7 cylinder radial engine which is not only powerful but sounded fantastic. Someone else had a go and I then put Hannibal in the air. I did have one problem though, in as much as the needle valve kept on unscrewing itself resulting in a loss of power. Given that the wind was so strong I cut my flights short, but at least it did not stop.

It was pleasing to me that YVA was well represented. Bill and Daniel Wheeler both flew later in the day. Daniel had his Sopwith and flew very well and Bill flew his Turbulent (I think) which stayed in the air for some time. As mentioned I flew Hannibal until I could no longer fight the wind on reduced power.

David Law put on a display with his Pitts world championship winning entry and demonstrated why he has done so well in the past. He was backed up and assisted by team manager Greg Lepp. Noel Whitehead was also there with his CT4 on display.

David Anderson assembled the best Diaragma (Spelt wrong I know) that I have ever seen and won first prize in this category. For his trouble he was awarded a really nice plaque and aviation type instrument plus free membership of P&DARCS until June next year.

Tim De Haan was also there with his electric powered Lancaster and Citabro-Pro but due to conditions did not fly. He also had his Topflite P51 60 size (yet to be covered) on display. There were some great prize's on offer and Tim picked up a lucky entry prize of a Dremel 200. We had a visit from a bikie gang as well, in the form of Alister Nicholson and Jon Gouge who came down to have a look.

Good effort guys. Some photo's below of a few of the aircraft on display.

I am pleased to report we have not had any more noise complaints so I would like to thank you all for paying close attention to this issue. Our reputation and flying area are in danger if we ignore the warnings, so please keep it up.

Please try to attend club meetings, we would love to see you there. The next one is on November 28th at the Red Earth Centre.

Remember

Plan the Fly, Fly the Plan

David Nichols

YVA President 0417 547 040

P&DARCS scratch/kit built weekend



Bill and Daniel's turbulent and Sopwith



Left: David Law's Pitts and Noel's CT4 in the background.



Above: Tony Farnham's Consolidated B-24 Liberator flown by his son Mike

Below: Neil Addicott's 7cylinder Zero and Panther





A very nice and well flown Catalina from a member of the Bairnsdale club.

Right: Noel Findlay from Baccus Marsh Fox Moth



Right: David Nichols Hannibal about to brave the conditions.



Right: My 60 size Topflite P51 build on display in the large machine shed at P&DARCS alongside the diarama's.



Left and below:

David Anderson's WW1 Diarama and sound show was brilliant.



Right: Ivan Chiselett B25
Diarama



Right: Andrew
Smallridge and Ivan
Chiselett had their
very large B36
scratch build was on
display.



If P&DARCS holds this event again next year I would highly recommend it, even if just to have a look. They ran an excellent event and if the weather was a bit better I am sure the place would be packed. Great prizes, great planes and great fun so get your building hat on and start now for next year.

For more photo's go to the P&DARCS website [HERE](#).

Tribute to Gary Sunderland

Most of you would know by now that Gary Sunderland passed away suddenly at the Baccus Marsh flying field doing what he loved most. Daniel Wheeler posted this interview of Gary on the YVA facebook page from "The Flying Show" and I thought it fitting to show it again in our newsletter and provide the link to the youtube clip [HERE](#).



Above: Scratch built Focker at Northern Flying Group scale event Feb 2015.



Above: Gary being interviewed for "The Flying Show" at this year's Vic Scale Trophy Shepparton next to his beautiful scratch built Albatros.



Noel Whithead VFSAA sectary and YVA club member shared some thoughts on Gary.

Gary was the most knowledgeable person on aviation matters that I knew. Every time I built a new model he would tell me what it was like to fly the full size, he had done it all. Gary built and flew a full sized glider and competed overseas for Australia. He was an inspector of airmen and worked in the Civil Aviation Authority until he had a disagreement with Dick Smith.

Gary was a relative late comer to RC scale but had been involved with free flight scale for many years before that. He still loved that aspect of the hobby and recently won the Nats. I remember his first outing into RC. He had a three channel WW1 model (of course) and it flew like a dog but Gary persisted and improved his flying steadily for the rest of his life. The static side was never an issue and Gary had his plans published all over the place.

Gary's death, alone at the Bacchus Marsh field, was absolutely typical of him. While he would help any one at any time, he was fiercely independent, or stubborn perhaps, and would never let us assist him at the field. We can all imagine that he went doing what he loved most.

Gary was such a fixture, never missing a meeting or competition, sometimes even turning up when nothing was on because he steadfastly refused to use email, that we never imagined he would go so suddenly. I thought it more likely that he would just fade away, one finger at a time.

Noel Whitehead, Sectary VFSAA

MAAA 2016 Helicopter Nationals

Congratulations to Greg Lepp for winning the advanced in helicopter at the 2016 Australian Nationals at Wagga last month. Well done!

It's great to see YVA members getting out there and having a go at the many disciplines of aeromodelling.





So, the Fokker DVII is one of those models I've always intended to build but just never did. Then by chance I happened to be in Andrews Scale Hobbies and found this SF laser cut kit out of Taiwan. OK, a bit sport scale but then that suits me perfectly as my scale models are invariably intended to be for fun. Perhaps more important is that this kit is exceptionally complete and has quite possibly the best instruction manual I've ever come across.

I'm aware that this model can be purchased from Hobby King as an ARF but trust me when I say even if you are not normally a builder you may wish to have a go this version of the kit. It is 1200mm (48 inch) span which is a convenient size to store or fit in most cars completely assembled. Though not "true" scale with a little additional work it can be close enough to require someone who really knows their DVII to pick holes. Not something you usually find in an inexpensive kit Super Flying Models (the manufacturer name on the box) provide two lots of decals one for Jasta 15 and another for Jasta 18. As I had the Windsock Datafile Anthology on Fokker DVII's I chose a version from Jasta 18.

The laser cutting is so good that it almost (but not quite) falls out of the sheets as you take them out of the box. Almost all of the wood is of a very light ply and is so accurate that components may be virtually "clicked" into place before applying any glue. I do recommend a quick wipe around edges of all items with some fine sanding paper just to remove any little 'nibs'.

My changes together with my finishing and painting took a much longer period of time. Covering came in the form of white Oratex which although a little heavier than film gives you a great canvas for painting. Mine was going to have the red and white scheme but along with

this was to also paint in the WWI German “lozenge” camouflage on the undersides of the wings.

Some searching around gave me a pair of Spandau guns from a Parkzone Albatros DVa and an accurate looking WWI German pilot from Hobby King. In honesty these are to varying scales but are very close to the rather strange 1:7.4 chosen by the factory.

Painting the lozenges was not difficult by any means but it is a bit time consuming. I made up four sets of templates for the four colour lozenges that feature on the underside faces of the wings. These templates were then used to mark out the Oratex prior to applying this covering to the wings.

Once ironed on it is merely a matter of brush painting the lozenges rather in the style of the old “painting by numbers”. The great thing is that acrylics, which were chosen here, mix easily and dry fast but wash everything easily in water.

Set up was a Hacker A30 10XL together with a 45amp ESC and a Zinger 14 X 6 wooden prop. Battery is a 3200 3S which is perfect keeping the model spot on for the correct CG.

At the field I was lucky enough to have almost no breeze and the strip in near perfect condition. The take off was fast and the rudder is easy to keep the model straight. There is no down thrust in the motor so it climbs on full power but this is not objectionable and a mid power setting is pretty much straight and level. For a little WWII biplane with ailerons only on the upper wing rolls are fine while loops can be as big as you like. The landing is easy to handle with a little power on and the non-scale slightly forward undercarriage is a bonus as there appears to be no tendency to nose over.



MAAA update

Urgent Members Bulletin

Senate Enquiry into the flying of Remotely Piloted Aircraft (RPAS) "Drones"

The flying of Multi Rotor aircrafts, commonly referred to as "Drones", is a fast growing aspect of our sport/hobby and is growing faster than any other discipline. Other disciplines have been adopted in a slow and steady manner; but this is not the case with the introduction of multi rotors. Combined with the rapidly growing development in technology, there has been an explosion in the take up of multi rotor flying. In the past, one needed to learn to fly and save to purchase or build a model. These developments evolved slowly and in line with conventions of the day. This is not the case with multi-rotors, which are now available in most departmental stores at very affordable prices.

The introduction of multi rotors is great for our hobby/sport as it opens avenues for increased membership and increased enjoyment in our sport. With every plus however, there is a minus. The ease of flying multi rotors has brought with it challenges we all must face. Issues such as the invasion of privacy, interference with full size aircraft and illegal flying to name a few.

Commercial operators have also entered into the mix and as such the Civil Aviation Safety Authority (CASA) has seen fit to introduce regulations which ensure these persons also operate in a safe regulated manner. These regulations came into effect on the 29th of September and were aimed at reducing the cost and legal requirements for lower-risk commercial remotely piloted aircraft (RPA) operations. The new regulations for licensing are based on the weight of the aircraft. Operators of any aircraft under 2 kilograms were still required to obtain a permit from CASA but not required to complete the rigorous testing if they comply with stated conditions. These amendments do not relate to the recreational use of model aircraft.

As a consequence of concerns raised by airline pilots, airline operators, Air Services and perhaps current commercial operators, the Federal Senate has moved to put on hold the introduction of the new regulations pending the outcome of a Senate Committee Investigation relative to safety implications of the new regulations. The terms of reference for the committee investigation however goes further than the proposed new regulations and includes the use of model aircraft for sport and recreation. i.e. they will examine amongst other things:

- *the existing industry and likely future social and economic impact of RPAS technology*
- *the potential recreational and commercial uses of RPAS, including agriculture, mining, infrastructure assessment, search and rescue, fire and policing operations, aerial mapping and scientific research;*
- *insurance requirements of both private and commercial users/operators, including consideration of the suitability of existing data protection, liability and insurance regimes, and whether these are sufficient to meet growing use of RPAS;*

Similar enquiries have been and are currently being conducted in other parts of the world including Europe, Great Britain and USA.

The move by the FAA to significantly restrict activity and require the registration of 'drones' has been a fairly well publicised move with (limited) consultation and input from the AMA (Academy of Model Aeronautics). Any outcome from this move is yet to be verified.

The European Aviation Safety Agency (EASA) received a submission during their meeting in September 2015 on behalf of all model flyers within Europe, essentially arguing that model flying should not be subject to any additional regulation and should be left to each European Member

State to regulate (as per the current situation).

FAI/CIAM, responsible for competition and records for UAVs (Drones), is also encouraging member countries, through their NACs, to actively engage and work with their regulatory bodies to protect airspace for sport and recreation aviation activities.

Some countries have even gone to the extent of banning all types of RPA's including model aircraft. All is not gloom and doom however, the MAAA has been invited by the Senate Committee to provide a submission and perhaps present oral evidence.

The MAAA's current position is that we, as an organisation, strongly support the proposition that model aircraft and other RPAS flying must be safe, within the law, must never endanger full size aircraft aviation or interfere with the safety of other persons. However we do not support any reduction in the manner in which our clubs and members operate within the current regulatory framework and exemptions provided by CASA.

The Executive is currently in discussion with our legal advisers and are preparing a written submission for presentation. The written submission will not only represent the view of our members but will also seek to preserve the rights of all aeromodellers in Australia. Submissions must be presented by the 15th of December and the Committee enquiry completed by the end of April 2017.

In the meantime, we will continue to keep members informed of the progress.

Best Regards



Neil Tank
President

Drones Thanks to David Jonez for info. (source: CNN money)

Dubai airport has a drone problem and it's deploying a 'hunter' to fix it.

The airport, the third busiest in the world, has already been forced to shut three times this year because of unauthorized drone activity, creating a headache for airlines and their passengers.

During the most recent closure, which lasted for 90 minutes on Oct. 29, 22 flights had to be diverted to other airports. Each shutdown costs the airport about \$1 million a minute.

Dubai's Civil Aviation Authority has responded by testing a 'drone hunter' -- a remote-controlled aircraft that uses thermal and infrared imaging to detect drones that are in danger of straying into the airport's space.

If the trial deployments prove successful, it could be in use routinely by the end of the year.

"It's a few people that engage in this kind of activity. People want to explore how far their drone can go without realizing they are violating the airspace," said Salim Al Mansouri, senior aerodrome inspector at the civil aviation authority.

"It's a safety issue and people are losing money because of one person's irresponsible behavior," he said.

Here's how the 'drone hunter' works: Once it has locked onto a rogue drone, the aircraft follows it back to its owner and sends the coordinates to Dubai police, who then take over.



In the Netherlands, authorities have taken a lower-tech approach to tracking drones. Bald eagles have been trained to swoop in and neatly dispose of any electronic interlopers.

As more and more drones take to the skies, they are causing ever greater concern for airline safety.

In April, a suspected drone slammed into a plane as it approached London's Heathrow airport.

The Airbus A320 landed safely but authorities worry that careless drone use will eventually lead to a catastrophe.

The U.S. Federal Aviation Administration says reports of near misses with drones and airplanes have increased dramatically since 2014. In the five months ending January 31, there were 583 such incidents.

They have since introduced new rules for drone users to bring that number down.

For the full video click [HERE](#)

I do not wish to be or become alarmist about the rise in the numbers and varieties of “drones” that are exploding (in numbers) around us on almost a daily basis but it should be a matter of concern for any responsible model flyer.

The small quads are so cheap now that they are virtually throwaway items and are even purchased via the net simply to fill up space in the packaging. Frankly, these micro quads and similar indoor or garden fliers do not concern me much but the bigger “long range” quads and fixed wing aircraft do. These have the possibility to cause accidents or injury and are virtually untraceable in many cases.

I also worry about real stupidity or deliberate actions to create mayhem. For some time full size aviation both airline and commercial helicopters etc. have had to contend with laser pointers being aimed at pilots. In the UK this has become so prevalent the police now attempt to track down every abuser and charge them.

One has to ask how long it may be before some idiot decides how much fun it will be to fly a drone through Tullamarine, Avalon or Moorabbin air space?

My personal view is that the MAAA is doing the right thing but to some degree at only one level. It may be correct to try to separate model flying from “drones” at an official or governmental level but this does not work in the world of public opinion.

The first time some major incident occurs, and it will, the news will describe this and all of us as the owners and users of “toy aeroplanes” or similar. I believe the MAAA and VMAA might do good service if they approached all media in a pro-active way to publicise what genuine model flying does as opposed to these loose cannons.

Any other ideas or thoughts anyone?

Dates to note!

Check VMAA website for more details.

November 28th	YVA Club Meeting	Red Earth Centre
December (TBA)	YVA Christmas BBQ	YVA club field
January 21st	VPA event (No General Flying)	YVA club field

***Please note there will be no newsletter for December**

Forward articles and information to: news@yarravalleyaeromodellers.com.au

Tim De Haan Mobile: 0409 809 473

Airshow 2017 Avalon 3-5 March

Anyone thinking of going? If so maybe we could get a group booking. Have a think and let me know, can put it in next newsletter. See Flyer below and go to website [HERE](#).



AIR POWER IN ACTION

The thrust and grunt of the latest military heavy metal will take centre stage at **AIRSHOW 2017**.

The stars of the show will be state-of-the-art jet fighters, bombers and giant heavy lift leviathans from home and abroad.

See them so close you could almost touch them. Shudder to the roar of their mighty jet turbines as they perform high octane routines and simulated combat manoeuvres. Marvel as swarms of attack helicopters join in the fray.

AIRSHOW 2017 will feature the raw potency and power of modern military aviation.

It will deliver air power in action via a totally unforgettable series of flying displays. Also taking part will be one of the finest collections of vintage warbirds ever assembled in Australia. Salute these proud old warriors of the sky as they soar above Avalon in tribute to our brave wartime aviators of the past.

AIRSHOW 2017 will showcase the gravity defying antics of many of the world's top aerobatic artists. Like the barnstormers of old their precision routines will simply take your breath away.

On the ground military re-enactment groups will turn back the pages of history recreating pivotal land warfare battles. They will offer a unique insight into the front line ordeals faced by the men and women who forged the nation's rich military tradition.

Visit the Aerospace Expo and see the latest aerospace and defence technology. More than 500 of the world's leading aerospace and defence innovators will display their products and inventions.

Learn and be amazed!



AIRSHOW2017 TICKET PRICES SET.....

GENERAL ADMISSION TICKETS

AIRSHOW 2017 features a sky high wow factor that represents the best value in town.

- Adult (15 years and over) \$65.00
- Child (5-14 years) \$30.00
- Family Ticket (2 adults and up to 4 children) \$130.00
- Extra child (5-14 years of age) \$10.00
- Children (under 5) Free
- Concession / Student* \$50.00

*Health Care Cards/Pension Cards/Student Cards only accepted. Senior cards are not accepted.

GOLD PASS TICKETS

Experience **AIRSHOW 2017** in style and comfort with a first class **GOLD PASS**.

GOLD PASS seating is strictly limited so get in early to secure the best seat in the house to the greatest show off earth.

YOUR GOLD PASS INCLUDES

- Reserved grandstand seat for the best views of the runway action
- Private **GOLD PASS** enclosure and facilities
- Exclusive food outlets, bar and alfresco dining area
- Souvenir Program and **GOLD PASS** cap
- Friday **GOLD PASS** holders also have early access to the Airshow site from 9am
- Free parking in the general parking area

GOLD PASS PRICES

- One day \$190
- Two Day \$360
- Three Day \$500

On Friday **GOLD PASS** holders over 16 years of age can enter the Expo pavilion from 9am while those under 16 years of age can enter the pavilion after 2pm.

Ticket agent booking fee will apply to ticket purchase.

ticketmaster

Airshow tickets will be available through
Ticketmaster October 2016

For further information visit our website
www.airshow.com.au





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Model Aeronautical Association of Australia

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PLUMBING

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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.

Mary Hipwell Accounting Services – Lilydale

Tel: 9737 6495

Email: mary1950@ozemail.com.

YVA Club Meeting Minutes

31 st Oct 2016

Venue: Red Earth Centre, Mooroolbark

Opened: 7.58pm

Members Present: 16

Apologies: Russell Thomas, Norm Clarke, John Green, Jon and Daniel Goudge

Visitors: Louise Martinico

Previous Minutes read by David Hipperson

Accepted by Graham Jenner and David Anderson

Matters Arising: None

Correspondence in: Email from Kevin Wang regarding possible joining.

Correspondence Out: From David Nichols to Kevin Wang in response to his inquiry.

From David Nichols to Workflow at Consumer Affairs regarding our yearly registration.

Treasurer's Report: Term Deposit - \$4232.34

Cheque Acct - \$4124.75

Registrar's Report: Currently 104 members.

General Business:

Roger reported recent spraying weeds in area around the car park and clubhouse.

Discussions for a working bee to be organised for the near future. Some estimate for gravel/road base has been had but too costly so further investigation needed.

An auction or even car boot sale in 2017 possibly in conjunction with some other club/s.

Scale at P & DARCS on 5 th and 6 th November and our own sport scale day on Sunday 13 th November.

Roger brought up the possibility of an improvement to the current windsock and then there was a mention from David Nichols that we do something, BBQ?, for Rogers 80 th birthday.

A thank you was given to all of our club fliers at the VMAA Trophy and one to Greg Lepp due to his success in the trophy in his heli flying.

Meeting ended at 8.32pm

Show and tell:

David Hipperson with Fokker DVII and Bruce Thompson with some WWII recognition models and an old foamie IC model.