



“THE FLYER”

YARRA VALLEY AEROMODELLERS NEWSLETTER

September 2017

The Committee:

President –

Tony Martinico

0418 526 688

Vice President –

Alister Nicholson

0448 567990

Secretary –

Bill Wheeler

0414 325 872

Treasurer –

Jon Goudge

0400 688 787

Registrar –

Volunteer TBC

Public Officer –

Bill Wheeler

0451 047 908

Editor/Webmaster –

Tim De Haan

0409 809 473



This edition: Ross Bathie's 46% scale Piper Pawnee first fly, Spitfire's Galore, Shepparton Mammoth and much more.

Next Meeting -

The Next General Meeting will be on the Monday 25th September 2017
8.00 PM Venue - Red Earth Centre in Mooroolbark.

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



It was only a short twelve months ago when I volunteered myself for the Vice Presidents role at YVA, because nobody else would, and I was almost certain that by putting my hand up somebody with more experience would stand up and rise to the challenge. At no stage I would have ever imagined that twelve months after that day I would then be voted in as the President of YVA.

We all need a challenge from time to time and I guess at this stage it's my turn. I only hope that I can follow the same footsteps of all our great past Presidents of YVA.

By the time you all get to read this newsletter, I would of already held my First committee meeting and would of implemented some new ideas I have for this fine club which you will all get to hear about at our next general meeting or read in our next newsletter.

I recently spoke with Roger Eggleton and have asked him to ensure our mowing team is ready to go for the spring leading into our summer to ensure our field is in prime condition for all our members to enjoy. Considering we have had a slightly extended winter the field appears to be slightly overgrown especially around the edges. I'm sure our mowing team will rectify the overgrow grass for us.

Now that we are all keen to get out to the field to test fly our brand new models or refurbished models which we worked on over the winter, I need to remind all our members of our noise sensitive issues. We need to ensure our models are correctly muffled and or correctly propped to keep noise to a minimum. If you are unsure on how to do this, please ask some of our more experienced members who I'm sure are only too happy to help with advice. Our biggest problem with noise is the days when we have a decent Northerly, because the wind tends to carry the noise to one of our neighbours who lives south of our flying field. I must also remind members that one of our club rules is that there will be no starting of IC engines before 9am.

Another issue I unfortunately need to bring up which was recently brought to my attention is the fact that our club house has been left unlocked again. I'm sure this occurred inadvertently but I just want to remind all club members that we need to be a little more careful.

Please everybody if we can mark your calendars for 18th November 2017 for the Haydn Hampson and Frank Curzon Memorial Day. We need to see as many participants as possible. There will be great prizes up for offer including one for participating. Please see details inside this newsletter.

It is at this time that I would like to thank our past members David Nichols "Former President" and David Hipperson "Former secretary and Public officer" for their tireless efforts in the past 12 months. David Hipperson will be staying on the committee as an ordinary member and I thank him for that. I also would like to welcome in Alister Nicholson as our Vice President, Bill Wheeler as our Secretary and Public officer, and I would especially like to thank and welcome back to our committee Jon Goudge as our Treasurer and without forgetting our Editor/ Webmaster Tim De Haan which my Job would be absolutely impossible to succeed in without. Last but not least I also welcome in Gregory Maggs as an ordinary member.

Please members, I'm really looking forward to see as many of you as possible at our next monthly meeting as it will be my first as President of this great club. Can I also remind our members that we would love to hold a raffle at our club meetings, but it is dependent on numbers so that is another good reason to attend.

Here's too Safe flying and Happy Landings.

Your new President: Tony Martinico.

Committee Changes

New positions are as follows:

Tony Martinico	President
Alister Nicholson	Vice President
Bill Wheeler	Secretary
TBA	Registrar
Jon Goudge	Treasurer
Tim de Haan	Webmaster/ newsletter
David Hipperson	Ordinary Member
Gregory Maggs	Ordinary Member

The photos seen here were taken at good old Biggin Hill. This aerodrome is special to me because it is only 20 minutes drive from the place I grew up, it is steeped in WW2 history and my Dad used to take me and my brother to the annual air shows which were held there.



As a little kid, seeing a Spitfire doing a very low pass along the strip is a cherished and long time childhood memory for me.

They have a working museum there where renovations and maintenance take place. When we arrived it was a little late in the afternoon for the full tour which was a relief actually, because it was going to be 38 quid each and was a little beyond the budget. This would have been the full Monty where you could sit in cockpits etc but luckily they offered us tour with a very knowledgeable chap for 10 quid each. This was perfect and every complete aircraft they had there was in flying condition.



I am not sure what each MK was what except for an immaculately preserved MK 16 which I had never seen before.



They also have two twin seater Spitfires which you can go for a 20 minute flight in for a mere 2650 quid. That of course would be the experience of a lifetime

and one which I believe Bruce Thompson did, so good upon him.



Also of great interest was an Me 109 in FLYING condition which is a rare beast indeed. Not only that but the owner was keen to fly it that afternoon while we were there. Unfortunately the cloud was too low as is sometimes the case at Biggin so we did not get to see it fly. However to get up close and personal was quite a buzz anyway. The photos tell the story I hope and it was a great expedition. A quick pint at the Kings arms just down the road finished the day off nicely.





Just on club matters you will notice that we now have a new president in Tony Martinico. I only nominated originally last year because there was no one else available. I also said I would do it until such time as someone else came along, thinking that this might be a year or two down the track. However Tony has really shone in his roll as Vice President and we felt he should be nominated for President, As you may know he was voted in at the AGM and I am sure he will do a good job.

Whilst I did not nominate for any committee position (having performed in various rolls at YVA for the past 11 years or so) I will give Tony all the help and advice he needs. There are a few loose ends to tie up as well, such as the mower and the over payment to the VMAA, but those are almost complete now and once done will give Tony a clear run. I will also be in a better position to concentrate on VMAA education which has suffered a little during my time as President of YVA so things have worked out well really.

Hope to see you out at the field in the not to distant future.

Good Flying

David Nichols

Shepparton Mammoth 2017

Tim De Haan

It was a shame to see the numbers substantially down at this year's mammoth as the weather really turned on just in time for it and the field was in good order. There were a few other YVA members there and several interstate flyers as well. Ross Bathie maidenized his very large Piper Pawnee 46% scale and certainly took over the airways when it flew. Ross reported that it was a bit of an anti-climax as it was a pussy cat to fly. Ross took out the prize for the most deserved aircraft worthy of pilot's choice and was well deserved after a long build process and the effort involved in getting it to this point.

David White also won the best scratch built aircraft of the mammoth with his spitfire which he also gave David Law the credit in his description of the model as the builder. We did however have a bit of a drama with David White being taken to hospital as he gave us a scare Sunday morning as he was preparing for the days flying. Long story short we called the ambulance for him after he had been sick and was clearly unwell and could hardly stand up. He had suffered from severe vertigo (meniere's disease) which affects the inner ear of which I have had it and it's not fun. So after 6Hrs in emergency at Golburn Valley Hospital he finally got to see a doctor and they put him on a drip and gave him some medication. A big thank you to Keith Quigg, Rob Dickson and Glen Dunstan for helping pack up David's spitfire and Spacewalker it was much appreciated.

Here are a few Pictures from the weekend.



The pits Saturday morning were a little bare and Sunday there were even less and that was the better flying day. On a positive note Brad from Laser Cut Kits was there all the way from Newcastle NSW and had some great kits for sale. David White was tempted by the 100" Big Stick short Kit with plans for \$170 but I reminded him he was moving house, not a good idea. Also Andrew Smallridge from SC models had a small stall with some goodies for sale as well.



Keith Quigg usually takes photo's of other peoples models so I thought I would snap his Cessna 192 on take off roll.

Right: Dave Chivers 85.5" Hanger9 Corsair weighing 14Kg fitted with a Saito R90 3 cyl radial sounds fantastic and flew well. Retract issues stopped it having a second fly which was a bit dissapointing. Below is another interesting model which Dave flew.



A foam F16 model made by

HSD models fitted with a 7Kg thrust turbine. Wieghs 7.4 Kg with 1.4 Litres of fuel. No, it did not melt but had impressive performace and looks great.



Right: Corinne Pellatt from NSW flew her 50% Bill Hemple Clipped Wing Cub fitted with a 170cc twin weighing 35Kg. I did not get a close up of it so image is a bit poor.



At one stage we had Corinne's Cub and Ross's Pawnee flying which was really brought home how big these aircraft are. Ross below with the 342cc (33Hp) 3W flat twin destined to go into the Pawnee (early 2015?)

Mid 2017 fitting exhaust

Sept 8th 2017 ready to fly





Well done Ross and congratulations on the rebuild.



Davd Whites MkVIII spitfire voted best scratch built of the mammoth. Thanks to Keith Quigg for some of the great photos above.

Lets hope that Shepparton can sort out any issues that has hindered this great Mammoth event and the numbers of pilots and planes increase for next year.

FLYING WITH CLIFF

Bruce Thompson

Do I hear you ask, “who is Cliff”, fair question to ask? He was a very senior RAF officer before retirement & now flies a lot of second WW warbirds, including all marks of the iconic Spitfire still flying today in the UK.

My meeting with Cliff Spinks was at Headcorn in the County of Kent (England) in June of this year, when I had the opportunity to fly 30 minutes chock to chock in the Aero Legends Mk 1X-T Spitfire. My Wife & I were staying in Ashford some 15 minutes from the aerodrome, so using the onboard “sat nav” in our hire car, managed to be guided down some very narrow tracks to the destination on the appointed day & time. Lovely English summer weather, raining with very strong wind at 90 degrees across the main grass runway.



Myself & several other guys who were to also fly that day, were shown into the briefing room, given safety & evacuation procedures, along with the legal requirements for flying in second WW or vintage aircraft. Culminating in signing that I had been briefed on all the necessary requirements for flying & on the understanding that it was on my head. Then it was into the flying clothing. Suitably suited & booted, I was ready to go. The weather had not improved, so lunch was provided for us all. More waiting around with still no improvement in the conditions. About mid-afternoon it was cancelled for the day. The aircraft was still at Duxford some 80 Kms north & socked in with the weather. I was offered the flight the next day (Friday), or over the week-end. I opted for the Friday, as we had to be elsewhere in England over that w/e.

Once again Lulu (sat nav) guided us down the same goat tracks to Headcorn, arriving just as the Spitfire buzzed the field in a low pass followed by a LH circuit & landing. By the time Cliff got from the flight line to briefing, I was already suited/booted. After he checked any local area Notams for the day, we strolled out to the flight line discussing what routine would be possible in the conditions. With a low cloud ceiling no vertical manoeuvres (loops/immelmans) would be possible. Several rolls would be OK, & hands on the control column for a short period, & time to fly to the Kent coast over the BOB memorial at Capel-Le-Ferne, along past the White Cliffs of Dover. Returning after skirting the city of Canterbury.

This Spitfire is a new build one, all the necessary jigs for fuselage & wings are available in the Country. The A/C is based on a genuine WW2 MK1x that had been issued to a Canadian Squadron. The regular pilot of her, named the Spit 'after his Wife Elizabeth, & her name is painted on the port side engine cowling & his pet name for her “Eon” on the starb'd cowling. The original machine was shot down over France & the remains were displayed in a museum as found for some years post war. Quite some time later the remains were purchased by the owner

of Aero Legends & returned to the UK. More time passed, & it was decided to build a new version based on the original & make it a dual seater offering the second rear seat for keen paying types.

Arriving at the flight line, I was assisted into the rear cockpit by the very helpful ground staff. The Spit' is a classic A/C having little doors that open down to assist entry/exit. It was not as difficult as I had imagined climbing into the rear cockpit with my restricted movement (over the hill). Strapped in with the parachute, how to operate it, the hood open/close handle & emergency release for it. The seat adjustment lever, down for take-off/landing & up to suit my vision forward once airborne. Bone dome on with comms' to the airframe driver up front who had settled in & fired up the Packard "Merlin". What a sweet sound as the 4-bladed wooden prop rotated & the engine came to life. Clearance from flying control to taxi, chocks away & my adventure had started. I was invited to lightly put my feet on the rudder pedals but elected not to & possibly hinder Cliff in any rudder movement he may have required. Before turning on to the active grass runway, run up the Merlin, check instruments, take off clearance with two aboard & we slowly accelerate at first with the control column back in my stomach. Then the prop bites the air, stick moves away from me & then, no rumbling from the wheels. We are airborne but I do not hear the wheels come up as per the big passenger types. We are heading in an Easterly direction to the coast, I watch the dials on the instrument panel as we climb to around 2500 ft. ASI showing 220-240MPH, just below the clouds all around us.

My superb pilot tells me to put my hand on the control column as I have control. The Spit is nicely trimmed out as I gently turn the top of the column left & right, so we waggle the wings a little. After savouring those moments, I hand control back. Over the head set comes "Are you OK to roll", I answer affirmative, which we do. Now over Folkstone & the sea, turn port past the BOB memorial at Capel-Le-Ferne, down to around 5-600 ft flying parallel to those white cliffs. A wave to some people on a small beach. Dover comes up & we climb again to turn port towards the City of Canterbury skirting to the North of it. I pick out it's Cathedral, which I visited at ground level in a previous century.

As we turn left again & head back to Headcorn, Cliff tells me that "I have control". This time I try to control the vertical movement as the climb/dive indicator dances slowly up & down. Instead of relaxing & going with wind variations, I try to fight it with no luck, so I hand back control. Then all too soon, we are back in the circuit. We do another roll right over the centre of the aerodrome, looking down vertically I see all the small a/c dotted around the various parts of the area. No sign of my Wife who is supposed to be taking a video of my flight.

Cliff calls control for landing & requests permission for a RH circuit in place of the usual LH one & is granted, then we are on finals. I guess the wheels/flaps are down, but I did not hear them. Very smooth landing followed by wheels rumbling along the grass soon coming to a stop. A little power on & some rudder gets us heading back to the parking area, final checks & shut down. All too soon my adventure is over, the ground staff help me to de-plane. Feet back on terra firma & I shake hands with Cliff by the engine cowl of "Elizabeth".

As Cliff & I stroll back to the office, we debrief the flight & discuss the service in general.



I had been a member of 21Sqn City of Melbourne RAAF before transferring to the Air Training Corps. All this in a previous century. Although this episode had cost a small fortune, it was a once in my lifetime affair. The only down side of it was that the onboard video system did not work, so I have nothing but my memories to look back over.

Many thanks to Aero Legends in Headcorn, Kent, England. And my pilot was Clifford Spinks, former RAF Air Marshall, CB, CBE, FCMI, FReS.

VFSAA at YVA

Thanks to all that helped out last week for the scale event which had a good turn out and surprisingly ok weather. The field was in superb condition thanks to David Nichols and the mowing team. Twelve aircraft competed and got through nearly 2 rounds by 12'oclock before the crosswind became too strong. Greg Lepp took out first place in flying only with Noel Whitehead and Daniel Wheeler being second and third. For F4C first place was David Law and second Mario Schembri. My dumb thumbs landed my Ercoupe in the long grass next to the strip on a touch and go which was the only incident of the day. Plane was intact with nose wheel damage and a fin broken but was an easy repair. All reports where that everybody had a great time, see photo's next page



Anthony Mott's Turbulent



David Anderson's Sbach



Bill and Daniel Wheeler flew their Ultimate



Greg Lepp's winning Extra



David White flew his new Sukhoi SU-31 fitted with a Twin RCGF 21cc





Sun shine for a great morning's flying



David Nichols spitfire



Mario Schembri's
scratch built Miles Hawk
Speed 6.

Get Your Wings

If you are interested in doing your silver or gold wings please speak to David Nichols or Jon Goudge and they will be more than happy to assist you or put you in contact with a relevant instructor. There are several instructors in the club so finding one that will be available to run through the requirements should not be too hard. There are also wings for gliders and helicopter.



Dates to note!

Check VMAA website for more details.

25 th Sept	Club Meeting	Red Earth Centre (Mooroolbark)
15 th Oct	Working Bee	YVA club field
30 th Oct	Club Meeting	Red Earth Centre (Mooroolbark)
11-12 th Nov	Scratch/kit build rally	P&DARCS
18 th Nov	Hayden Hampson/Frank Curzon	YVA club field
27 th Nov	Club Meeting	Red Earth Centre (Mooroolbark)

Hayden Hampson and Frank Curzon

Memorial trophy

Keep Saturday 18th November free for a fantastic day of scale flying and fun at the Hayden Hampson, Frank Curzon memorial trophy. Bring along your warbirds and civilian scale aircraft and fly to enter the raffle with great prizes on offer. Check website documents tab for details on the rules or follow link [HERE](#). We have simplified the event to cater for all scale aircraft (ARF as well) to fly but the Hayden Hampson and Frank Curzon trophies will still go to scratch or kit build WW2 and WW1 planes respectively. There will be a sausage sizzle and drinks available to purchase on the day with all proceeds going back to the club. Open to club members and visitors, must have MAAA insurance and permits were required. So get your planes ready.





P&DARCS

Pakenham and District Aircraft Radio Control Society



Scratch / Kit Built Scale Rally & Diorama Competition.

November 11 & 12 2017

Field Location; Wenn Rd. Cardinia, Vic



2016 Winner – Pilots Choice Best Aircraft – Brian Hutchinson

Following the great success of last year inaugural event, P&DARCS are again hosting this very special event, the

Scratch / Kit Built Scale Rally & Diorama Competition.

Excellent Trophies for pilots' choice as well as lots of lucky draw prizes. P&DARCS have excellent facilities including long and wide grass runways. Onsite non-powered camping is available.

On line entry is now available on www.pdarcs.com.au/scalerally

- 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 unfinished projects most welcome.
- See web site, www.pdarcs.com.au/scalerally, for more information and entry forms.

\$5 per car entry fee for pilots and spectators

Giant B36

Andrew Smallridge and Ivan Chiselett are nearing completion of their giant B36 and have conducted some taxi test etc. Follow the link below to the youtube clip. Andrew said it should be flying for the scratch built weekend in November which was a great event last year and looks like being bigger and better this year.

[B36 test run youtube clip](#)



Twin Cities Model Aero Club

Albury

Seaplane Weekend

Fri 20th to Sun 22nd Oct

with catering



**Lake available for flying Thursday 19 to Monday 23
no catering Thur/Mon**

- ★ Perpetual trophy
- ★ Full catering at the Lake
- ★ Complementary breakfast for entrants on Sunday morning
- ★ Lunch time Polaris Pylon racing spectacular
- ★ Contact David Balfour on (020) 60433169 or 0407953903

Table Top Reserve Old Sydney Rd
Ettamogah GPS s 35 58 506 e 147 02 754

Drone Racing

Anyone interested to see some drone racing and what's involved, GMAC (Greensborough) is hosting an event if you would like to have a look.



MMRC
FPV MULTIROTOR RACING
ROUND 10
Sunday, 22nd October 2017

Greensborough Model Aircraft Club
Yarrambat Park, Yan Yean Road, Yarrambat

GMAC is hosting the MMRC Round 10 FPV multirotor race.
Open to MMRC Members & Visitors!
All pilots must be MAAA members.
Pilots must register on the MMRC Facebook Page.
Visiting pilots must register in C Class.

Full details on the MMRC Website at www.vicfpv.com
BBQ Lunch will be available.

8am - Track Setup / 10am - Scrutineering / 11pm - Racing Starts

MELBOURNE MULTIROTOR RACING CLUB
G.M.A.C.
Greensborough Model Aircraft Club



LILYDALE FLYING SCHOOL
YARRA VALLEY AVIATION

LILYDALE AIRPORT AIR SHOW

SUNDAY 26 NOVEMBER

GATES OPEN 11AM • \$10 ENTRY PER CAR
LILYDALEAIRSHOW.COM.AU

Photograph: Faye Bone

2017 Australian Model Flying Day in October Supporting the Royal Flying Doctor Service

The 2017 Australian Model Flying Day will take place at various locations during the month of October. The entry fee is a \$5 badge which goes directly to the Royal Flying Doctor Service. If anyone would like to run this event at YVA and is happy to organise it, please contact Tony Martinico. Go to the MAAA website for more details.



Working Bee Sunday 15th October

Calling all members, many hands make light work.....and a lot of fun.
Yarravalley Aeromodellers working bee.



Jobs to do: Driveway and car park, Club room clean out, Fence palling repairs and anything else we find so there will be something for everybody.



Changing of the Guard

For those of you that haven't heard, after 46 years and 274 issues Airborne magazine has ceased production, blaming the disappearance of local 'bricks and mortar' hobby shops and the resulting loss of advertising revenue. Traplet, the UK publishing group that has for many years produced a selection of hobby magazines, has also closed. These include favourites like RC Model World, Quiet & Electric Flight and RC Jet International, Model Helicopter World.

Surprisingly, rising out of the ashes is a new local kid on the block - **Flat Out RC**. It's in the news agencies now. You will find more info here <http://www.flatoutrc.com.au/>

Thanks to Alan Flack from the Northern Flying Group for this update.

Please continue your support of our local Magazine [RCM news](#) which is a great read and we want to have around for a long time to come.



Speedy Recovery

Some of you might not be aware but Gary Hanger has been in hospital for the last couple of months and has been able to go home to finish his recovery in the last few weeks. Gary mainly flies at YVA during the week days and many of the mid-week flyers have checked in with Gary during his hospital stay which is great to see. We wish Gary a speedy recovery and look forward to seeing him back out at the field shortly.

We also wish Alan Devlin a speedy recovery after a very nasty fall whilst finishing his shed. Alan will be out of action for the next few months with a full neck brace, as bad as that is we are thankful he is recovering ok.

If you have any articles, information adverts you would like to publish in newsletter and share with others please forward to:

news@yarravalleyaeromodellers.com.au

Tim De Haan

Mobile: 0409 809 473



Yarra Valley Aeromodellers

Are affiliated with:



Victorian Model Aeronautical Association

Model Aeronautical Association of Australia

"Our No.1 aim is for you to call us again"

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JOHN WILLIS

PLUMBING

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



15 Maroondah Hwy Croydon VIC 3136
Tel: 03 9870 0044

Email: enquiries@andrewsscalemodels.com.au

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.

ANDREWS SCALE MODELS & HOBBIES SPECIALS

One Off specials, one in stock only at this price.

Great Planes Big Stik 40 \$269



SPECIFICATIONS

Big Stik 40 ARF
Stock Number: GPMA1220
Wingspan: 58.5 in (1485 mm)
Wing Area: 770 in² (49.7 dm²)
Weight: 5.3 lb (2.4 kg)
Wing Loading: 15.7 oz/ft² (48 g/dm²)
Fuselage Length: 51 in (1295 mm)
Engine Required: 2-stroke .40-.51 cu in or 4-stroke .60-.80 cu in
Radio Required: 4-5 channel 5 standard servos

**With the Seaplane weekend coming up in October at Albury these might come in handy.

Kyosho Macchi M33 50 EP/GP \$420



Specifications:

Length: 1125mm (50in)
Wingspan: 1300mm (57.4in)
Weight: 2050g (EP) / 2000g (GP) approx
Motor Required: 400-500w Class Brushless Motor
Engine Required: 2 Cycle 35-36 Class
Battery required: 11.1V 3200-3600mAh Li-Po
Wing Area: 29.6dm²
Wing Load: 67.6-69.3g/dm²

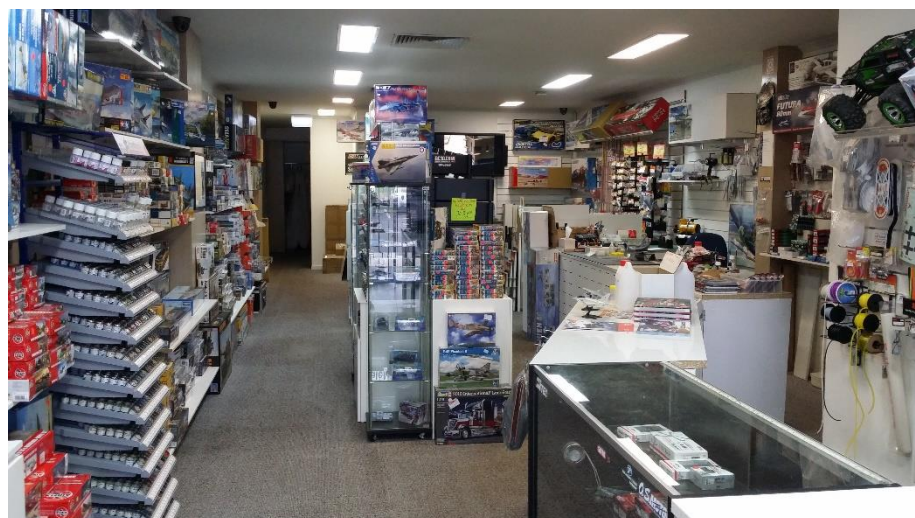
Great Planes Seawind EP \$189



Specifications:

Wingspan: 39.5 in (1005 mm)
Weight: 24-26oz (680-735g)
Wing Loading: 14.8-16.0oz/ft² (45-49 g/dm²)
Length: 33.5 in (845 mm)

ARF Requires: 4+ channel radio w/3 mini servos and mini receiver, 950kV outrunner brushless motor, 25A brushless ESC, 11.1V 910-1500mAh LiPo battery



Drop into Andrews well stocked store to get all your RC parts and model supplies. Friendly service, advice and great prices. Support your local.

Great Cycle Challenge

This October, I am taking part in the Great Cycle Challenge to fight kids' cancer! Because right now, cancer is the largest single killer of children from disease in Australia – over 600 children are diagnosed with cancer every year and sadly, 3 die every week.

Kids should be living life, not fighting for it.

And so I am riding and raising funds to support the Children's Medical Research Institute to continue their work into the prevention, diagnosis, treatment and finding a cure for childhood cancer. Please support my challenge by making a donation through my fundraising page to give these kids the brighter futures they deserve. Together, we can save little lives.

Thanks for your support.

Mario

If you would like to donate to this worthy cause and encourage Mario in the challenge then head to Great Cycle Challenge, fundraising page. Donations are tax deductible.

www.greatcyclechallenge.com.au/Riders/MarioSchembri



For Sale

SE5a ARF new in box Nitro or Electric includes all hardware.



Requires Motor, servos, rx and battery.

\$130 ono

- Wing Span: 55.4"/1408mm
- Flying Weight: 2.3Kg
- Length: 1118mm
- Wing Loading: 53.4g/dm2
- Engine: 2C(40-46) 4C(52-60) or electric 490watt with 60A esc
- 4-6 channels

CM Pro Zero ARF new in box. Older kit but all parts still wrapped in packaging. Fibreglass fuselage.



\$130 ono

- Wingspan: 1360mm
- Length: 1130mm
- Weight: 2.8-2.9Kg
- Wing Loading 84g/dm2
- Engine: 2C(46-50) 4C(52-60)

Call Tim: 0409 809 473

Email: timdehaan@bigpond.com

Down at the field

Daniel Wheeler, Mario Schembri and Bill Wheeler braved the cold winter weather to have some fun with their flying wings. Daniel has put his hand up to do combat in the next VMAA trophy in April 2018 so he is getting some early practice. Looks like they all finished intact.



House Keeping

Remember the last person to leave the field has to check that the club room is locked and secure. Lock the front gate on departure.

Clean up after yourself if you use the club room facilities and ensure the gas bottle is turned off after use.

Club Meetings

At the July meeting Bill Wheeler showed his plans for the Gloster Gladiator. He also had a wing which he had fished the covering of a SE5a which he is building.

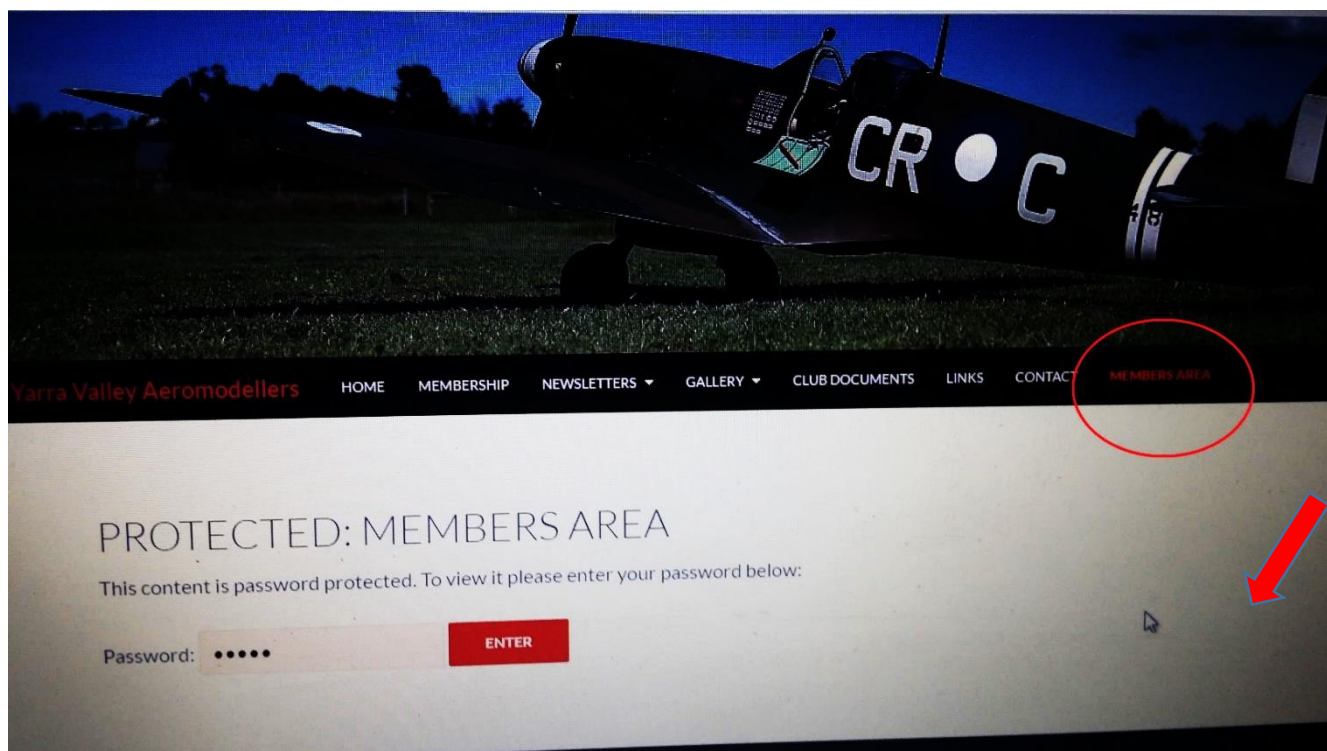


David Hipperson showed his part built self designed Curtiss Jenny.



Bruce Thompson told about his ride in a twin seater Spitfire during his visit to the UK.

Club Meeting Minutes



The meeting minute will now be available through the website and not published in the newsletter. There is a new tab on the website “MEMBERS AREA” which is password protected and can be accessed simply by clicking on the Members area tab, type the current gate access pin number listed on your current membership card giving you access. To log out simply hit the logout button. A hard copy of the minutes will also be available at the club meetings.

Next Edition November 2017



- Mario Schembri's Nick Zirola 25% bigger Panther Build and also some pics from his completed 92" scratch built P47 razorback (little Chief)



- Highlights from Hayden Hampson Frank Curzon trophy
- Highlights P&DARCS scratch/kit build rally
- And much more