



“THE FLYER”

YARRA VALLEY AEROMODELLERS NEWSLETTER

January 2018

The Committee:

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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



The picturesque NAAS field Canberra at the 2017 mammoth fly in. My Tiger Moth, Waco and Ercoupe awaiting their turn to take to the sky.

Next Meeting -

The Next General Meeting will be on the Monday 29th January 2018

8.00 PM Venue - Red Earth Centre in Mooroolbark.

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



Welcome all to our first January/February newsletter for 2018.

Wow, how quickly our Christmas break has passed. I hope you all got a well-deserved break and are refreshed and ready to go for an action packed 2018. For those who were lucky enough to get model airplanes for Christmas, you will need to get them constructed and ready for our January monthly meetings for show and tell. For those who attended our December 2017 Christmas party, I thank you all for your support and participation and hope you all had a great time. For those who unfortunately couldn't make it, we hope and look

forward to seeing you at our next YVA function and or club competition.

There has been some changes to the VMAA Club Trophy comp on 21st and 22nd of April. Jon Goudge is now taking over as club captain from Daniel Wheeler as he is unable to attend due to the 70th VMAA Nationals model aircraft championship. I'm also lead to believe that some of the current team members may not be able to attend for that same reason. Could all YVA VMAA club team members please contact Jon and make him aware of your intentions. If you do not have Jon's details, he can be contacted through the club website.

The Haydyn Hanson and Frank Curzon Memorial Day 2018 will be scheduled to be held April or May 2018. We are looking for volunteers to assist in the planning of this event and also to contribute on the day. Members please get planning and start building as there are only 3 or 4 months left. Our 2017 Memorial day was a bumper event and we are hoping to make the 2018 Haydyn Hanson and Frank Curzon Memorial Day even bigger.

For those of you who haven't been to the YVA Field yet for 2018, you really need to get down there. The entire field is looking its absolute best at the moment. Bruce has slashed the high grass around the runway and field. In general, the grass on the runway, taxi ways and pits is nice and green and appears to be weed free and of course the car park and drive way has been re done and has brought a new fresh appearance to the entire field.

We have had a couple of complaints from our neighbour in regard to noise. At this stage, we have the MAAA representing us in this matter. I would like to remind our members that we are a noise sensitive model club with nearby residents and we all need to ensure that our IC models are correctly muffled and/or propped. We fly within our club boundary rules. There will be no starting of IC engines prior to 9am or after 6pm or any flying of any aircraft

(IC or electric) on total fire ban days.

As always I would like to thank my committee, Alister Nicholson, Vice President, Bill Wheeler Secretary, Jon Goudge, Treasurer and our Ordinary members, Tim De Haan, Editor and webmaster; David Hipperson; and Gregory Maggs and not forgetting Rodger Eggleton and his mowing team for keeping the field in pristine condition.

Here's to happy flying and safe landings.

Your President,

Tony Martinico

Dates to note!

Check VMAA website for more details.

29th Jan	Club Meeting	Red Earth Centre (Mooroolbark)
11th Feb 2017	Bipe & Bush plane fly in	MFWAC Seymour
17th& 18th Feb	Grampians Aerotow event	GMFC Ararat
26th Feb	Club Meeting	Red Earth Centre (Mooroolbark)
11th Mar	Tyabb Airshow	Tyabb Airport
25th Mar	Twins and More	NFG (Darraweit Guim)
26th Mar	Club Meeting	Red Earth Centre (Mooroolbark)



Out Now

RCM News issue 145

RCM news latest issue 145 is available now packed full of great articles and columns. For those who love print, this magazine is no longer at newsagents, but is still available by subscription only direct from the publisher by the closing date (15th Jan). Single edition hard copy \$10.75 or yearly (9 editions) \$89.95. If you miss the closing date then a digital single issue is available for download \$6.99 or annual digital (9 editions) \$49.99.

To Order go to: rcmnews.com

The Dimwatt

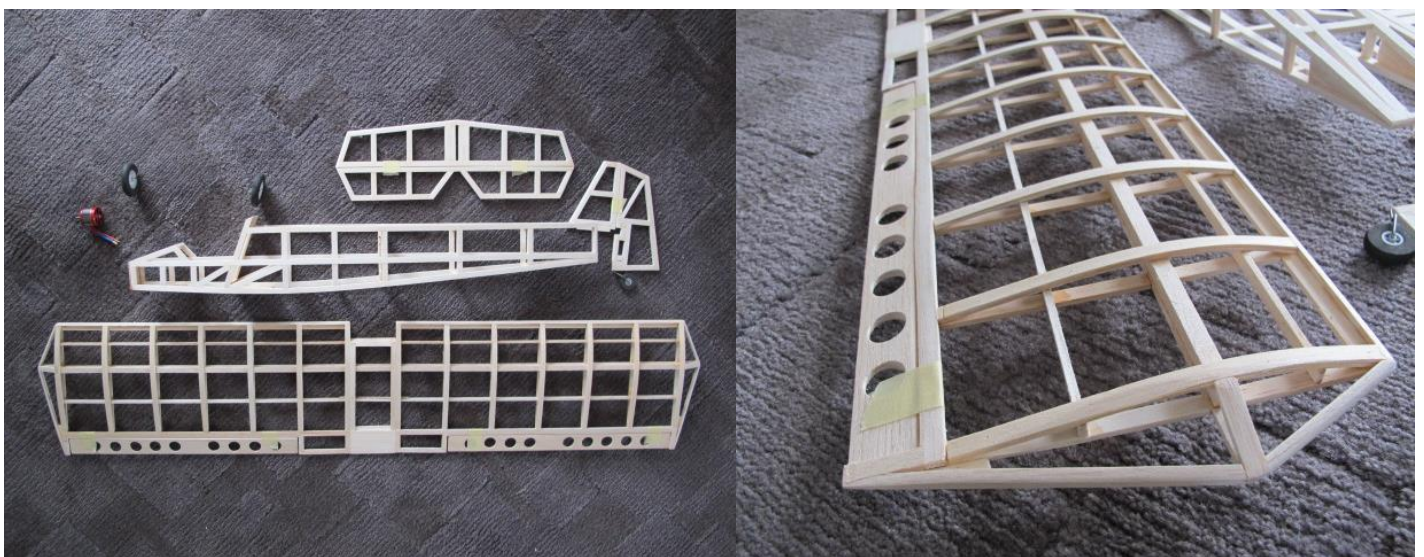
David Hipperson

I'm very aware that only a few of you build anymore and I readily understand the reasons, lack of time, lack of space, ARFs and foamies are cheaper anyway etc. etc. However, some practical models can be put together quickly with a minimum of cost and tools even if you only possess equally minimal skills.



A number of years ago Tom Hunt an engineer with Grumman and modeller in the US came up with a number of simple but effective models and these came known as the Stik series. These should not be confused with the old Kraft Stik that we all know. Because Tom's models were, generally, pre-brushless, pre-Lipo they were aimed at being lightweight and several used Speed 400 brushed motors.

A little while back I decided to do another of these and I chose the Dimwatt. I had the plan enlarged by 20% but kept it in line with the original structure as I felt it could handle the increase in size and power without problem.



You will notice from the photos that the wing uses no cut out ribs as Tom decided that you could produce a workable rib simply by bending the 3mm balsa over the spars. Likewise there

are only three fuselage formers and these are basic rectangles so as you will gather this model is pretty easy to build. Almost all of the balsa strip is either 3mm X 6mm or 5mm X 6mm. Literally about two or three sheets will do it all together with a couple of tiny scraps of thin ply.

I made it a little more complicated by adding ailerons but all of the servos are Hitec HS 55 although any of the cheap, 9 gram size, that are readily available would do. My motor is just about my oldest brushless outrunner which is a 23 turn from HET-RC from some 15 years ago. I had originally flown my Dimwatt on 3S with the motor running an 8 X 6 prop but recently I did a few mods and shifted to a 2S and now am trying out a 9 X 6 which appears to have plenty of power.



Just so as you know the model has a span of 1050mm and weighs in at a little over 350 grams plus battery. The model is covered using one roll of translucent red Solarfilm with just a little gold for the cockpit canopy and it is this that

gives access for the motor, esc and battery pack. Currently I'm using a 10 amp esc which seems to be OK.

I may not convert you to become a builder but it really isn't as difficult as it might look and this model took all of a week of evenings (honest) and is a genuinely nice flier. If you do have any reservations about this sort of structure I've built these up to the Megawatt size which has a span in the 2 meter span and runs on 5 to 6S packs so they can be truly practical regardless of size.

Kiewa Valley Modellers Club

Tim De Haan

Since 1993 I have been holidaying in Mt Beauty Victoria every second year with my extended family and this year was no exception with 56 of them. It is always a great time of relaxing and catching up with the family in one of the most beautiful places in Victoria.

The Kiewa Valley club is located at the main airstrip in Mt Beauty just below the



pondage 1km from town and about the same from the holiday park I stay in. Would'nt it be nice to only have to travel that distance to your field. The club house is shared with the glider club, general aircraft and hang gliders and utilises a grass strip next to the main north/south runway. When the aeromodellers are using the strip it is a requirement that they listen out on the GA radio for any air traffic but like YVA most planes will do a fly over first. On the second afternoon I flew there we had a Tacnam light aircraft land on the main strip and park near the club house.



During summer months the club mainly flies in the late afternoon to avoid the heat and sun so I headed down there around 6pm. There were several



members their including the president Doug Braidwood having a fly and a lot of young kids having lessons which was great to see and a credit to the club getting them involved. The club members who were there were very welcoming and I think

appreciated having visitors. Club Membership is 17 so they commented when we had 5 planes in the air at the same time that it does not happen often. They mostly fly electric with a few nitro planes which probably is a good thing being in a quiet valley and close to town.

During the day the glider club operates from the east side of the runway and I went and had a look at their operation which was a first for me. I have never had much to do with model gliders let alone full size.



I ended up helping run the winch of which there is 1.5 km of it so up and down the strip we drove taking the line back after every launch. On the right, the old chev truck with a ford 302 V8 fitted to the back used for winch power. I think I did about 8 winches and when launching I just kept an eye out for any approaching traffic before launch. It was only the last couple of launches that successfully got onto a thermal which eventually took them up to over 6000ft and enough to get above Mt Bogong pictured in the background.



Left: The Glider they used for training and sightseeing are ASK21 which I believe are fairly old in design but simple and reliable.

Below: Touchdown, usually on the grass next to strip.



Bally Bomber B17G 1/3 scale manned aircraft



I have been following this project for the last two years of its 17 and 10 month build and as it was said to be nearly in a flying state I wanted to see a video of its first flight. A post had come up recently on facebook of it being taxied up and down the owner and builder's (Jack Bally) airstrip.

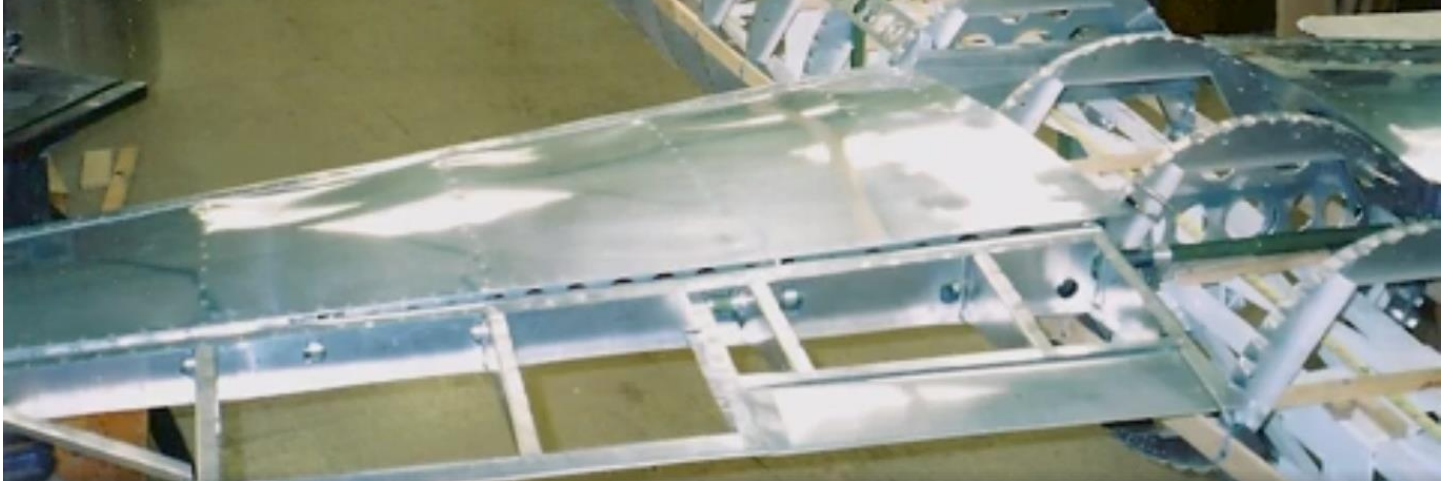


Then the next report was that it had flown not because Jack wanted to but of necessity because of it lifting off and not having enough room to put it back down again safely. It flew 1.5 miles to a nearby airstrip successfully and it has now had a few more to tweak it.





All the ribs and formers were made first out of ply as pattern and then made again out of alluminium of which the formers had 3 pieces.



It was scaled up from a 1/9 scale rc plan and everything was made by hand. I am just reporting a snippet of the build but



have provided web links to some of the sites which have much more information regarding the build. They are well worth watching and reading.





Specifications

Wingspan: 10.54 metre

Length: 7.62 Metre

Power Plant: 4 x 60hp Hirth 4 cly 2 st

Fuel Capacity: 190 Litres

Empty Weight: 816 Kg

Cruising Speed: 110Knots (200Kmh)

Crew: 1

Website/facebook links:

<https://www.facebook.com/BallyBomber/>

<http://theballybomber.com/>

<https://www.facebook.com/EAA/videos/10155769972948623/> (interview with Bally)

[Airpigz manned Bomber](#)



NAAS Mammoth fly in Canberra

Tim De Haan

I took the opportunity to do a trip to the NAAS club in Canberra for their mammoth fly in with David White as it was the last we would do from Melbourne together with him moving to Port Macquarie.



I must say that there hospitality is fantastic and John the president made us feel most welcome. The strip is located in a picturesque valley on a farmer's property with plenty of green grass and run off area. We camped onsite and was treated to there now famous Saturday roast dinners which is cooked on a dozen or more charcoal webers, Yum. Weather was thundery on Saturday and Sunday



afternoon with some nearby Canberra suburbs receiving 60mm of rain. Somehow, maybe a miracle we missed most of it and had perfect flying weather both days with a couple of sprinkles late on both days.



Above: David's tear drop trailer and my trailer creating our luxury accommodation for the two days at NAAS field.

Flying wise I had taken up my trailer with 4 planes in it and also David's Spacewalker. David took his large Spitfire in his car whilst towing his tear drop camper trailer.

The event was well attended on both days with flying conditions near perfect.





Above: Some of our planes awaiting their turn to the flight line. David had flown so much he now thinks he is a plane also.

Right: A photo of me and my Greens Tiger Moth 2m wingspan and a Saito FG20 four stroke petrol engine. Flies very nice.

We both had minor issues with planes. My Tiger Moths FG20 seized (maybe not so minor) as it was adjusted too lean after running rough previously at YVA. I ended replacing piston and a con rod. David's spitfire lost a main landing wheel when deployed over bushland and had to do a belly land which caused minor damage but easily repairable.

The wheel was located after David fought off several tiger snakes and kangaroo's as he went bush to find it. There were some nice plane there with John the president flying his 1/3 scale sopwith fitted with a Saito FG57 puttled along beautifully, pictured below.



As it was not a competition just a fly in, it was a very relaxed atmosphere plus camping onsite made for a good time. I met some very nice people there and have included some of the planes below and will hopefully go back again if I get the opportunity.





Christmas Party 2017



Great turnout for the Christmas party and in the presidents words "It was an absolute awesome day. I'm pretty sure everybody did enjoy the evening."

I was disappointed I could not get to the party. Maybe next year.

Get Your Wingsv

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.



Those of you who have been in the club for a while now will know the existence of a special and unique trophy known as 'The Holy Cow Award'. It originated some years ago when our now elder statesman, Roger Eggleton flew a model with GREAT accuracy fairly and squarely up a cow's Khyber Pass. I think the model then got trampled on by those ignorant cows. Adrian Whiter decided that this event should not be forgotten, so made the trophy and presented it to Roger who has never been allowed to forget it. Ever since then we have awarded it to anybody who can provide similar entertainment and prove that they too could somehow equal Rogers' feat.

It is a very prestigious award now, because it is one that everybody tries hard NOT to win and having your Gold Wings does not help either, actually it can make matters worse. I was the second recipient myself having been comprehensively blown downwind over water, a good 500 meters away, with a floatplane fitted with a tuned pipe. This was at Lake Narracan. During the salvage effort Murray Ellis and I capsized the kayak during the rescue effort. We did get most of the wreck back ok, but had to save ourselves and the kayak as well. Not fun at the time, however something you certainly laugh about afterwards!

Since then it has been awarded another nine times and we have a winner for 2017. More about that in a moment, but the winners to date are as follows:

2007 Roger Eggleton, 2008 David Nichols, 2009 Norm Clarke, 2010 Haydn Hampson,
2011 Euan Haig, 2012 Arthur Green, 2013, Ken Wallace (for the Wally manoeuvre)
2014 Hugh Coleman, 2015 Bill Coombs and 2016 Alister Nicholson.

For 2017 will the real DANIEL GOUDGE stand up please!

He is the youngest ever winner and normally, to make any impression you need to have a good few years of incompetence up your sleeve. Not so for our Dan!

What he did was to take off, with PC9 fitted with an OS GT22 powered plane, (airframe was formley Glenn Duntons) and all was good. He then thought it would be good to raise the undercarriage, so went about finding the switch. It was alleged to be on the left hand side of the transmitter, but maybe something had changed since the last flight? What does one do in a case such as this? Well Daniel became confused and without thinking any further he started flicking switches on the right hand side of the radio.

Yes you guessed it; he hit the engine kill switch. The aircraft was heading downwind and with a heavy tail wind and literarily fell out of the sky. No time to react or turn into wind. Sadly a complete wright-off. The good news is the engine has been fitted to a Bucker Jungmeister and the combination is a perfect match. I am sure that having his name on such a prestigious trophy will make up for it though. I should say well done Dan, but maybe I will not this time. We look forward to a good effort from the 2018 winner.

MITCHELL FIXED WING AERO CLUB Inc

Invite you to our



BIPE & BUSH PLANE FLY IN

TO BE HELD ON SUNDAY FEBRUARY 11th 2018

10am Start. Gate is open at 8am for early starters. The field is open from 9am on Sat if you want to stay at the field overnight. Overnight stay must be booked

**Bring your plane, bring your seat.
& Bring your friend. 10am start. Gate
open 8am**

Food and drinks will be on sale

\$5 ENTRY FEE FOR ALL COMPETITORS.

AS MANY PLANES AS YOU LIKE.

must be MAAA Registered Pilots.

Contact: Barry Dunn. 03 5792 1017.

Mob: 0401 359 918

clearpropdude@gmail.com

**Our field is located at 470 Seymour Toobarac Road
Hilldene Vic. (Between Seymour and Puckapunyal)
Map on website. www.mfwac.com**

Northern Flying Group's Annual Twins & More

Sunday 25th March 2018

Held annually at the State Flying Field, Quayles Road,
Darrawiet Guim Melways Reference 425 G3

Visit www.nfg.org.au for a detailed map and registration form.

All pre-entered registrations will receive one bonus entry into the prize draw at the end of the day.

Entry is open to all MAAA registered Pilots that have a plane with two or more engines or two main wings (bi-planes).

Non flying visitors are most welcome to come and enjoy the day

Food and drink will be available during the event.

Great prizes on a fly per ticket lucky draw system.

A trophy for the most unusual multi-engine aircraft.

\$10 Entry Fee for all Competitors – bring as many planes as you like.

Pilots briefing and registration 9.30am

Flying from 10am

Contact: Mark Sills – 0419 338 847

Northern Flying Group in conjunction with our major sponsors hopes you come and enjoy a relaxed Sunday flying at this unique event.

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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

Next newsletter due late March



Yarra Valley Aeromodellers

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PLUMBING

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.

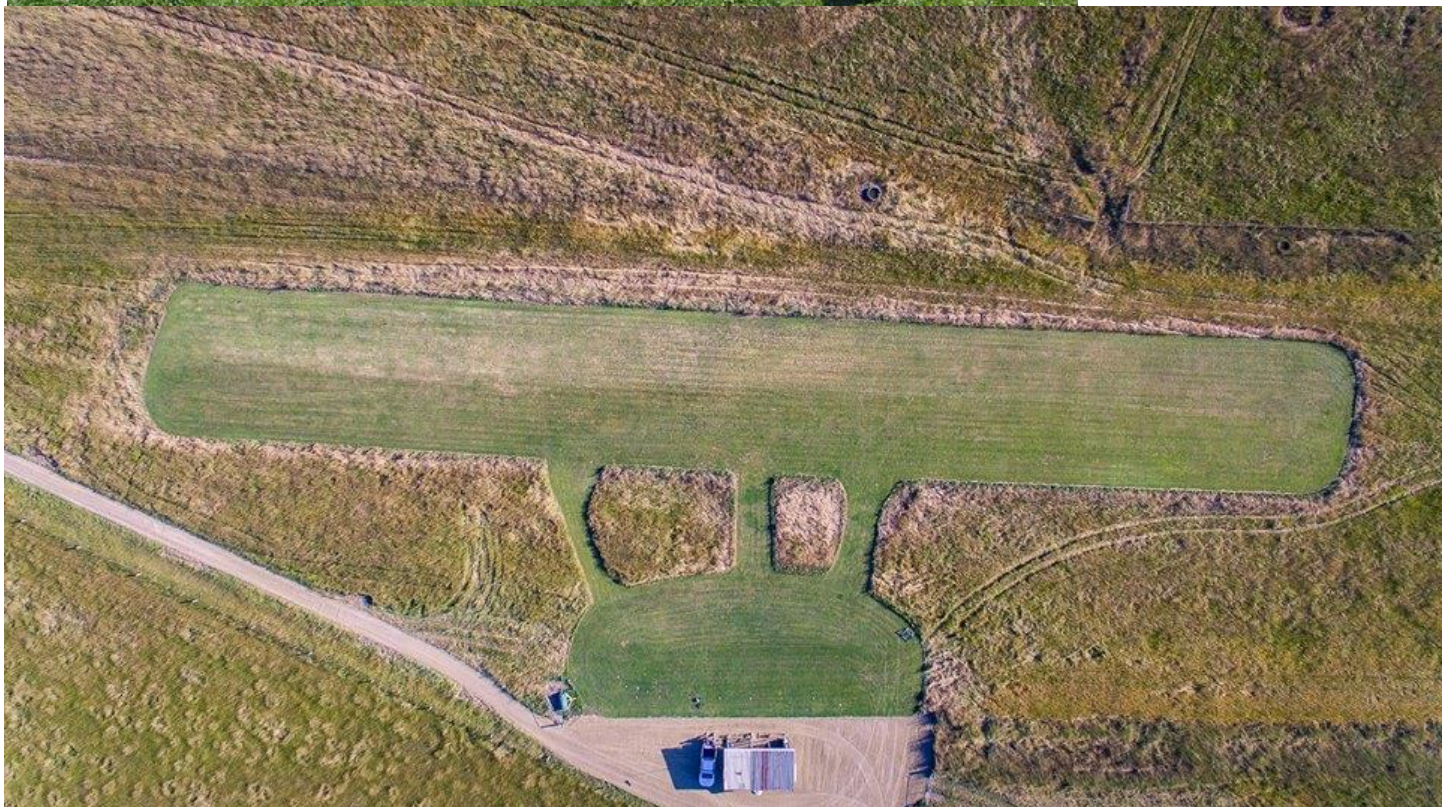
If he hasn't got it, he will make every effort to get it in.

Down at the field

Right: Keith and Phil Singh start up Phil's new Matt Hall MSXR powered by a JC EVO 120 cc petrol. Using a Futaba 18MZ radio with Smart Fly Futaba R7008SB receiver. Reported to fly like a dream.



Below: Thanks to Gabriel Satragno for the ariel shot of our strip placed on our facebook page.



House Keeping

If going into the paddock to retrieve a model or part thereof please tell someone or get them to go with you for your own safety. We don't want you having a fall or medical issue and no one be aware of where you have gone.

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.

Next Club Meeting

Monday 29th January

*** Buy, Swap, Sell so if you have any items you would like to move on to someone else, bring them along.**

***There will be a raffle (depending on numbers present) so bring your cash to be in it and win it.**

***Show and tell items always welcome.**

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.

