



"THE FLYER"

YARRA VALLEY AEROMODELLERS NEWSLETTER
August 2019

The Committee:

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Josh Paynter received his Silver wings from El Pres. June club night. Pleased as punch!

*No flying the last Sunday of the month –
Sunday 25th August*

The next general meeting is Monday 26th August 2019
8:00pm – Red Earth Centre Mooroolbark
Newsletter will be online at: -
www.yarravalleyaeromodellers.com.au

Roger Egelton

Roger suffered a mild stroke two weeks ago and is now recuperating at home. The committee sent him a get-well card extending everyone's best wishes for a speedy recovery. Due to this, Roger has stepped down from the mowing team and passed the batten to Dave Nichols to become their 'manager'. This has also created a spare spot on the mowing team. If you're retired and would like to render your services in this direction, please call David Nichols on his mobile listed on page 1.

Weed spraying

We're looking for a few handy volunteers to help spray the cape weed, something Roger normally undertook, September 29th. If you have a pressure spray and can spare an hour, it's the last Sunday of the month, give me a call and that'll make two of us ☺.

ARF assembly – BJ Craft Eternity



A bit of fun getting the motor/spinner nice and neat.

During May 2018 Daniel purchased the above model as his next F3A aerobatic model. This was a huge investment and big step up from his ~~current~~ recently deceased (but that's another story) Vanquish. The coffin the Eternity came in arrived and was extracted and reviewed; s*** its components are light! In his own 'no guts, no glory' style he also invested in an Avvarun contra drive and the carbon props to go with it. Not exactly blessed with endearing good looks, we never the less looked forward to seeing it in the air before too long. Fast forward to December 2018, I'm chillin', kicking back building my little Avro Avian and taking too long to do it when I get the call... "Dad can you finish my Eternity off please, too busy." Blinded by the halo that had slipped down over my eyes I signed up to complete the assembly of this ARF. First thing of note, he hadn't done much and there were no instructions included with this kit! Having not assembled a kit of this type or cost before, I wondered where to start. Daniel did say there was a build thread on RCGroups as he closed the door on his way out. The build thread consisted of a pile of photos and very few words... At first I thought, "If I don't do anything, I can't stuff it up". As it turned out the assembly process was fairly straight forward and with a few panic communications with either Dennis Travassaros or Jason Arnold, the model was complete by the end

of June '19. The nerve racking part was fitting the motor as it is glued into the front of the model and needs just a couple of degrees down thrust on installation. Issues with the speed controller saw it send back to Europe for re-calibration and upgrade to the latest specs. I moved the two 5S batteries right up to behind the engine and contra drive and achieved the required c of g without resorting for nose weight. The ready to flying weight is 4.86kgs. Next came the wait for a dry day to fly the thing. Saturday 17th August saw us at the field with no excuses left. Opening the throttle to flood the motor with electrons saw the contra wind up with its unique sound and away she went. The rest of the flight was a none event, it did exactly as it was meant to do and unlike single blade models has no torque to worry about. The next few flights will be getting the control throws and set-up correct for upcoming F3A competitions.

Also in an effort to upgrade his F3A approach, fellow member Mario Schembri also invested in a new model. Sister design to Daniel's Eternity, Mario has the single wing Essence. He had his ready to fly a month before Daniel and on a windy Sunday morning flew the model to see how it felt. Its huge side area handled the Northerly really well during takeoff and landing and at one point it was hovering in the strong Northerly.



Not to be outdone and having decided to call time on my aging umpteen hand Oxai Astral, I bought a Vanquish F3A ARF from Desert Aircraft. This has been completed and test flown also Saturday 17th August, it needs an incidence check as it has a tendency to roll to the left but I think it will go well.

Club noise level

There appears to be a misunderstanding that the Committee wants to reduce the model noise level below 96dB(A). **This is incorrect.** Bill wrote to Tyson Dodds our MAAA secretary a couple months ago after getting a high noise reading from a jet. Noise limits nowadays, as far as the MAAA are concerned, are based on the background ambient noise level. Tyson's responses to our enquiries left the maximum

noise level difficult for us to impliment and manage. YVA's noise limit for models at our field is and will remain a maximum of 96dB(A) measured from 3m to the side of the model, with the meter 30cm above the ground level. If anyone requires his or her model checked, see me. If a model is measured over 96dB(A), the committee will work with its owner to help reduce the level where possible. With our neighbours in mind we need to do all we can to ensure we keep our field. Having a simple noise rule of 96dB(A) max is the easiest to apply. We hope this clears any misunderstanding.
Daniel Wheeler

Dates to note!

Mon 26 th August	August General Meeting
Sun 23 rd Nov.	Haydn/Frank Scale day 2019 (note, this has moved!)
Mon 25 th Nov.	Club Auction
Sun 15 th Dec.	YVA Xmas party (and funfly/night fly)

House Keeping

Ensure every person attending the club field signs in and out of the register book. Remember the last person to leave the field has to check that the clubroom is locked and secure. Lock the front gate on departure.

Clean up after yourself if you use the clubroom facilities, ensure the gas bottle is turned off after use.

For Sale / Wanted

If you have anything you'd like to sell please drop me an email. I'll start the ball rolling.

Wanted.

Old OS61FS muffler tube and nut as picture below, or same for OS40FS (they're interchangeable).



For sale.

HoobyKing Quatro charger, surplus to requirements, \$15.00 see Bill Wheeler club night.

A little advertising...



Home

We now offer **Local Free Delivery** for orders of **\$25.00 or more**. If your postcode falls within our "10km Free Zone", the system will recognise this. All you need to do is proceed through the checkout as normal and the system will recognise you as "in the zone". We will then deliver the order to your door within 24hrs. Contact us via e-mail for any special delivery requirements.

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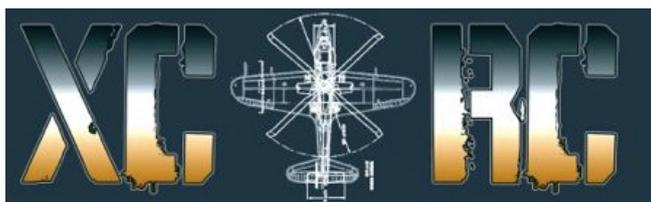
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TRADING HOURS:

Monday-Tuesday :10.00am-5.00pm

Wednesday :12.00pm - 5.00pm

Thursday :10.00am - -5.00pm

Friday :10.00am-6.00pm

Saturday :10.00am -2.00pm

Assassins

Is anyone interested in buying an Assassin? These are the combat wings that have of late become popular with club members. There are currently about 12 within the club and when it's too windy to fly anything else, you can fly your Assassin. With their low side profile, flying in our crosswinds is no problem at all. They're \$150 complete, except battery and Rx. The club is purchasing 9 more for sale at \$150 each. Please email the Vice Pres. on wheeler_81@live.com.au if you're in the market for one. Speaking of these fun machines, I heard that certain member's equipped with these have been practicing things like limbo for club comps, others have improved the performance by upgrading the motor and speed controller...

Club cards

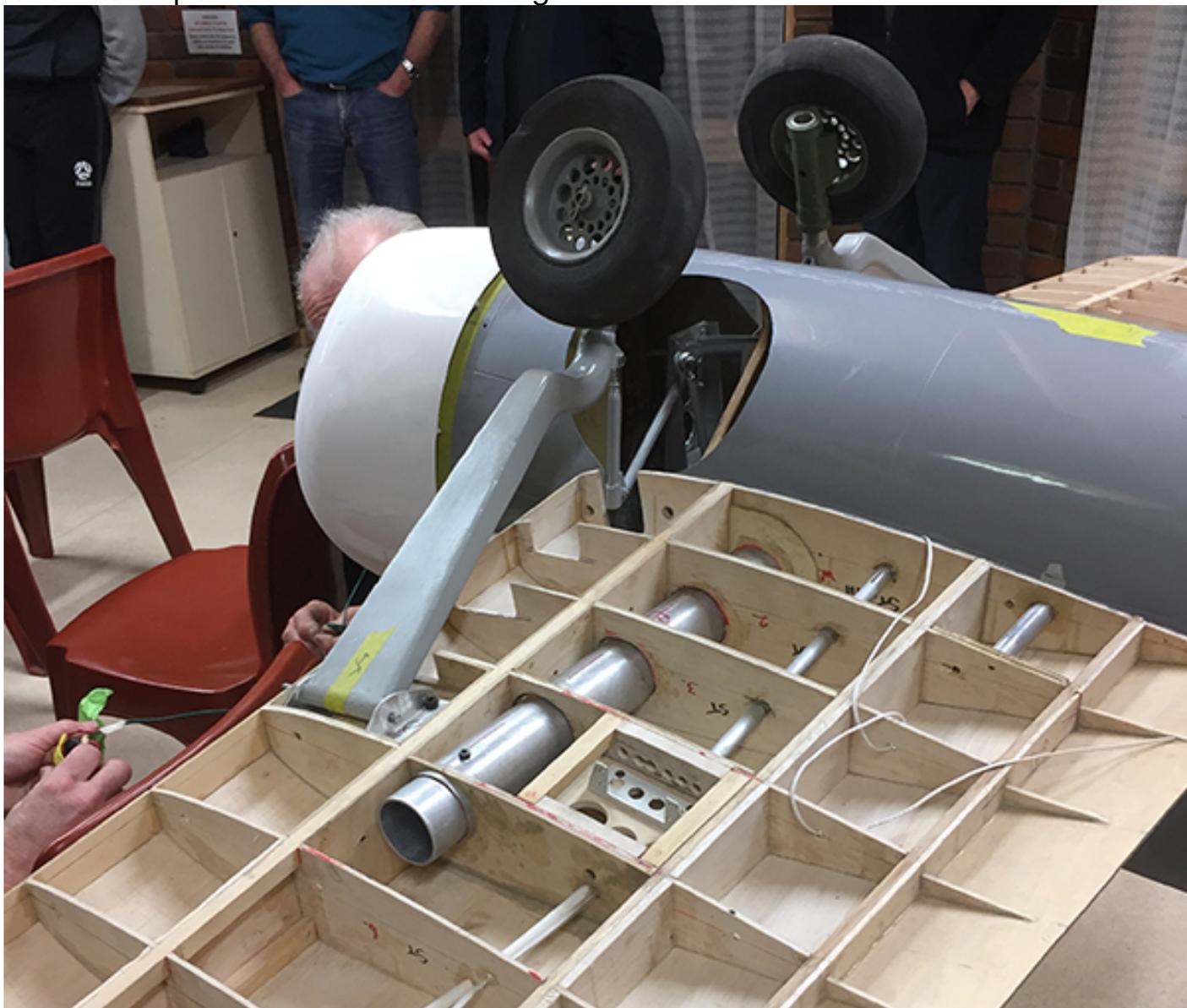
We have received the club cards for 2019 – 2020 and will be handing them out club night. Now that the AGM has been run and won, come along and pick up your card Monday night. The gate code will be changing in the next couple of weeks.

July club night show and tell

John Ferris brought along his own design Brewster Buffalo. Built to quarter scale, under the watchful eye of Glenn Dunston this aircraft will be impressive! Power will come from a DA75 twin and the final weight expected to be about 48lbs in old money or 22kgs.



As can be seen above, the model isn't too far away from being finished. John and Glenn are currently working on various muffler designs to reduce the noise from the DA75 twin as much as possible; this shouldn't be too much of an issue, this is John's area of expertise. John also said during his presentation Jerry Bates released a 1/4 scale design of this aircraft after John had started his build. A review of Jerry's plans has helped validate his own design.



John designed, engineered and manufactured the retract mechanism. The main support struts are Aluminium and the whole thing is very impressive in operation.