



THE BUILDER

YARRA VALLEY AEROMODELLERS NEWSLETTER

April 2020

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Over the next few months, while we're confined to barracks, I am aiming to fill these pages with members builds, pics and words. I have pestered a few members to put forward something that I hope will inspire more to offer insights on their latest projects. It doesn't matter if it is scratch built or ARF, what's everyone up to? Here at Newsletter Headquarters I have a couple of projects on the go plus a couple loitering in the wings awaiting completion. It's really good to see others prepared to share their build work. I would expect to see a queue to get into the field once the MAAA/VMAA give us the green light via our Government with plenty of new models ready for the off.

Club meetings are cancelled until further notice, the Shire of Yarra Ranges has closed its facilities.

Newsletter will be online at: -

www.yarravalleyaeromodellers.com.au

Dates to note!

As you can see below, our next club night isn't likely to be before September. We received an email from the council notifying us they will keep their facilities closed until the end of August. Should this change the Committee will advise.

- Monday, 28/09/2020
- Monday, 26/10/2020
- **Monday, 23/11/2020 – 3rd Monday**

Back in the building rooms of our far-flung club members...

David Anderson

Long time scale flier and glider guider David flies' indoor models at Boronia basketball stadium as part of the Men's Shed group. Most models flown there are stock of the shelf items with a few kit builds from Banggood. He has been building a small SE5a for a while and finally it is finished.

As promised, please find photos of my indoor SE5a. I have checked it is a design from Flying Scale Models magazine, from over 2 years ago. It has a wingspan of 450 mm and weighs 70 grams. Covered with Litespan. After a couple of hairy flights, I put some blue tack and washers in the nose, which calmed the flight path, somewhat. RX and micro servos sauced from Micro Wings in Queensland.



Dave Nichols

Here are pictures of another CV19 rebuild. It is my Sportsman Aviation Spitfire Registered by the RAF as K-CK. It was severely damaged in a crash on a Hayden Hampson/Frank Curzon day. The cause was due entirely to a battery pack failure and that pack earned me the Holy Cow award-for the second time. The first time I deserved it but I am not so sure about this second one as it was not my fault. However, the crash was spectacular enough to draw attention so I can console myself with that. Those of you who saw the wreck, would, like me consider it a write off, but I was lucky enough to have a spare wing which was usable. I thought I may as well at least attempt to fix of the fuselage and if it was no good then so be it. I loved flying this plane, so I set about it with a positive attitude.

As you can see from the photos there was not much left of the fuselage ahead of the trailing edge. I did not have a plan to help me make new formers as it is an ARF so some guesswork was in order. I made templates and finished up with a reasonable result which is a good bit stronger than the original. The cowl was also in a pretty sorry state, but Barry Browne helped me re shape it using clay and fibreglass. I still have a bit of work to do but hope to have it in the air in the next few months. I might put a new battery pack in it this time though!

Dangerous



Daniel & Bailey Wheeler

From the detached flight at Woori Yallock. Bailey has been building plastic kits and to Daniel's surprise said he would like to give a wooden model a go. Initially it was to be a NA Sabre for Camperdown but that was a bit too much as a first build. Daniel downloaded the plan to a profile Hots, an iconic model from the '80s and reduced it by 50%. This gave the model a wingspan of 26 inches in old money; just the right size for

a 0.09cu.in. glow or 1.5cc diesel. Daniel is fitting OS 10 to both their models and has ordered a couple of RC carbies from Just Engines (UK) for them. Along with this build Daniel has made further progress on a similar model called a QUOK although this build has taken a little longer. He bought his first QUOK many years ago from Frank Curzon at an LDMFA auction and flew for years. It finally came to grief at one of our fun days when I was flying it. It pointed its nose straight down and impaled itself on a dead tree in the paddock opposite the strip. These models will give Daniel something to fly other than his F3A model.



Melissa Law

The highlighting here is a result of copy/paste from Messenger...

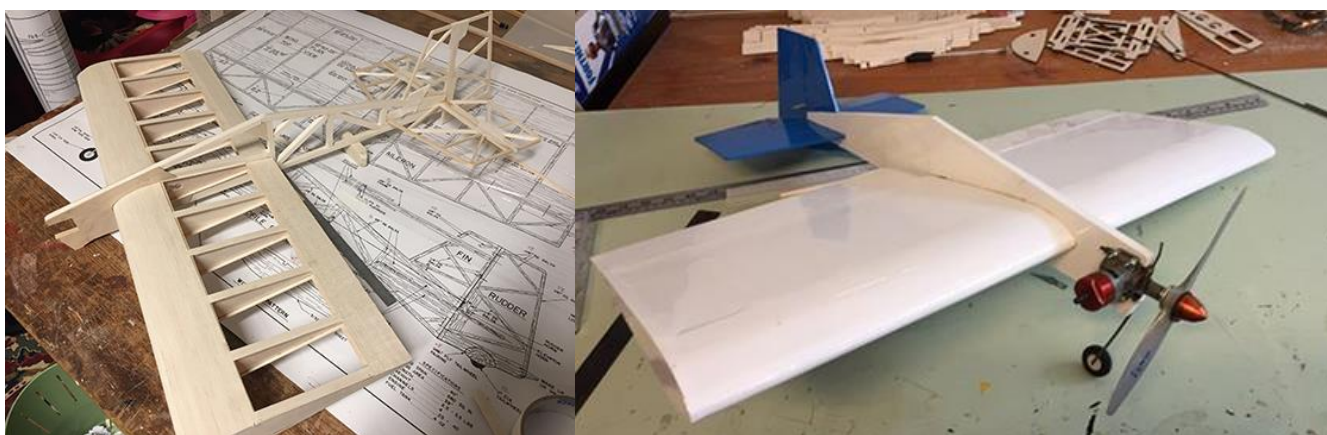
The Basically, I was asked by the CIAM scale delegate in Norway to compete in the 2020 World Champs as the First woman in the world to compete in a F4 Scale World Champs... however I have always had a passion for flying. I would fly with my dad at our local field at around 11 years old and competed in Aerobatics. So I brought a Dragon RC decathlon kit to start stripping and making it my own. I chose a full-size aircraft at Inverell Aviation to base my model off. I have made quite significant changes to the model, 1. being modifying it so that transport overseas is far easier. Completely stripping the model back to bare balsa, changing the hinging on the wings, changing the tail plane and other recovering and detailing off the photos sent from Inverell Aviation.





Bill Wheeler

Daniel rang me about building a mini Hots too. That will give us three generations flying Assassins and Mini Hots 😊. Since my OS 10 has been seconded by the detached flight, I have a spare 1.5cc diesel, a DC Sabre, that would fit nicely so I was up for it. Not being required to do home schooling or work from home I got on with mine as a short interlude from working on my F3A NEO Stage model. Currently the Mini Hots is complete other than the fuel tank and installation of the radio gear. I have ordered a pile of mini servos, not from Hobbybling, and am awaiting their delivery to complete the model. The fuel tank will be manufactured from tin; I do not think I have one that fits. The model structure is basically 3mm balsa empennage, 6mm square fuselage and 1.5mm wing bits. The engine has not been run since the last century but does turn over okay. This model could easily be electric with the same set-up that flies the Assassin.



Daniel Austin

The Ninja squadron of Assassins will have a new member join its swelling ranks post Barrack confinement. New club member and model helicopter pilot Daniel Austin was so impressed with the mayhem and fun to be had with these machines, he ordered one and has built it. That probably puts the number up around 18 in the club. Methinks it won't be too long before pilots are flying the wrong machine...



Ken Hardwick

There's a growing interest in Classic Pattern which, model wise, is defined as being any airframe before the 1983 World Champs. I think I'm correct in stating this makes them pre-turnaround. They are also limited to 0.60cu.in. 2 strokes or 0.90cu.in. 4 strokes. As always, I stand to be corrected. I will be including more on Ken's model next month, but here's a sampler...



Next month

My sincere thanks to those that contributed this month, hopefully another month of progress on builds presented here next month 😊 and any new information that descends from the ether. If you have a build you would like to share info on, please feel free to email me some pics. And about 100 words to explain what you're up to. Also included are any helpful tips on building, covering, painting etc. that you make like to share.

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