



# “THE FLYER”

## YARRA VALLEY AEROMODELLERS NEWSLETTER

March 2019

**The Committee:**

**President –**

Tony Martinico

0418 526 688

**Vice President –**

Daniel Wheeler

0430 596 861

**Secretary –**

Bill Wheeler

0414 325 872

**Treasurer –**

David Nichols

0417 547 040

**Registrar –**

Steve Dengate

0408 749 384

**Public Officer –**

Bill Wheeler

0414 325 872

**Editor/Webmaster**

–

Bill Wheeler

0414 325 872



*A frightening way to start the newsletter I know but Daniel's roast beef and gravy rolls have set a new standard in our lunchtime fare. Tony bought fresh rolls while Dangerous just stood around dribbling waiting to be served.*

The Next General Meeting is on Monday 25<sup>th</sup> March 2019  
8.00 PM Venue - Red Earth Centre in Mooroolbark.

Newsletter now on our website at:

[www.yarravalleyaeromodellers.com.au](http://www.yarravalleyaeromodellers.com.au)

# President's report - Tony Martinico

**March 2019**



Welcome back too this March edition. The committee has been busy finalizing some finer details in regards to our noise complaints from our neighbours. By the time this newsletter is released the YVA committee will have come to a decision with the help of our sponsors Ivan and Bruce Waters to ensure the permanent tenure of the YVA Aeromodelling club at Bleases Lane. I'm asking all our members to attend our March club meeting 25<sup>th</sup> for the full details of our decision. For the members who may think that their model may be a little noisy are encouraged to see or contact Daniel Wheeler our Vice President as he now has the club Noise Meter which was kindly donated by David Hipperson. Daniel will be more than happy to help you out with your concerns and we have plenty of members who would be more than happy to help out with your noisy models. All's you need to do is ask around.

We finally got to hold our Haydyn Hampson and Frank Curzon Memorial day Last February 23<sup>rd</sup> and it was a great success. We had about 10 or 12 competitors all enjoying the beautiful weather. Please remember that We will be holding that same event again this November 2019 which will be a permanent event held at the YVA club, including our feature lunch of Roast Beef Roll and gravy which was a huge success.

Don't forget our club memorial day on Saturday 27<sup>th</sup> April which we will remember all our members who have since past away, and hold a minute's silence for them, and the whole flying event will be all about participation and enjoying the good friendly sport of Aeromodelling which we all love. We will also feature our famous Roast Beef rolls and Gravy, which will be provided by the club including drinks, tea and coffee and we will also have some great prizes up for grabs. Rules are simple. One Electric and one IC or petrol model. Some of the events include, Limbo, Climb and Glide, Touch and Go, Fun Fly, Bomb Drop, Spot Landing, Musical Landings and Combat. So get your models ready boys and girls because we are in for a good day. Stay tuned for the further details.

I'm still looking for somebody to put a VMAA trophy team together and for that person to organise a team and compete in the event on the said date. I have a few members in mind which I will be contacting in regards to this, but if you feel you are up for the challenge, please come and talk to me.

I'm still looking for a team of members of at least 6 and a maximum of 10 to help paint the club house., Weather permitting of course. I will need someone to organise and buy the tools and paint required as I'm unable to do so as I now won't have the time to do so with my new Job. If we could have a couple of tradies involved so if there are any repairs, modifications or maintenance required we will be able to do so. Please feel free to contact me any time in regards to this.

Thank you to everyone for their support and I wish that 2019 brings us all good fortune.

Here's to happy flying and safe landings.

Tony Martinico

## Editor's notes

**Bill Wheeler**

Firstly a huge 'thank you' to Tim De Haan for providing such an awesome newsletter for the past 6 years. For me the newsletter is the lifeline to the club, the means by which the Committee update the membership with what's going on, what events are coming up and when we get input, who's doing what.

As you're aware the club is currently under the close scrutiny of our nearest neighbour as being a noise nuisance. To address their concerns we have introduced new changes and rules in an effort to appease them. We have compiled statistics from our sign in register which when combined with the Environmental Impact report we commissioned, show counter to our neighbours complaints. Mid January we were asked, by Matthew and Antonia, what we had done to address their concerns, as it had been seven months since their meeting with Jon, Tony and Bruce. I have included a copy of the response we sent to Matthew and Antonia because we are acting on behalf of the whole club. We included, with the letter to them, a copy of the Impact report which can be viewed on our website in the members area. By the time you receive this newsletter Tony, Daniel Wheeler and myself will have attended a VMAA committee meeting to give them an update.



I will not be at the March or April club-night as Daniel and I will be taking part in the (Aerobatics) F3A Masters and World Cup event in Coolom Queensland then at Camperdown Easter Monday. I know, it's tough but someone has to do it 😊. Prior to sending the letter to Matthew and Antonia, Tony and I met with Bruce and Ivan to walk through the letter to make sure they were okay with what it said. They were happy and I included a couple of comments based on a direction Ivan wanted us to address. The situation has evolved since Ivan wrote to Matthew and Antonia, the outcome of which Tony will go through club-night.

# Yarra Valley Aeromodellers

YVA Inc P.O Box 5041 Heathwood Ringwood Victoria 3134  
[www.yarravalleyaeromodellers.com.au](http://www.yarravalleyaeromodellers.com.au)

---

The information below is given without prejudice.

Dear Matthew and Antonia,

Below is a timeline of events and steps the YVA club has taken to address the concerns raised re the noise levels of model aircraft flown at Bleases Lane. Your concerns are something we have taken very seriously as we have to abide by rules and regulations laid down by CASA, our own state governing body the VMAA and our National body the MAAA. Fields such as the one we fly at are not easy to come by and we have been at our current address for over 20 years. In years gone by we operated a higher percentage of IC powered models and many more members at the field on a Sunday. We are a family orientated club with junior members and provide a social atmosphere for many of our older members and encourage youth participation. With all of this in mind we have conducted thorough tests and implemented new club rules and procedures.

Also, although not listed here, we have restricted the flying time of IC (internal combustion) powered models to no later than 6pm.

Here is our timeline of events.

30<sup>th</sup> April – club voted to have an environmental noise test conducted due to complaints from Matthew received via text by Bruce Waters.

30<sup>th</sup> May – Environmental noise impact assessment conducted. This was conducted 24/7 over a week long period.

21<sup>st</sup> July – Meeting at field, Jon, Tony, Bruce met with Matthew and Antonia.

30<sup>th</sup> July - Clubnight discussion on Matthew's requests

- No flying Bank holidays
- No flying any Sunday

1<sup>st</sup> August – feedback request from Antonia

8<sup>th</sup> August – Environmental noise impact assessment report received from Tyson Dodd.

- Report reviewed at Committee level and copy sent to Waters family.

23<sup>rd</sup> August – Committee impliment sign in/out register.

27<sup>th</sup> August – Tony reported back to the club discussions he had held with Bruce;

- Electric only day, last Sunday of every month.
- No flying the day after a competition, except electric.
- Restrictions on Special Interest Group competitions to be held at YVA field.

The club discussed the above. A motion was put forward and voted on as below for two new club rules.

***YVA Inc. will hold competitions on the last Saturday of the month and restrict the flying on the last Sunday of every month to be Electric only.***

***We will produce a calendar clearly identifying these dates.***

6th September sign in/out register started at the field, its purpose to record what usage the field has and when. The register is to show;

- Name
- Date
- Time in
- Time out
- Member or visitor?
- Type of model flown, Electric? Glow? Petrol? Jet?

26<sup>th</sup> November – Vice President undertook to be responsible for noise measurement at YVA. Any model perceived as noisy will be noise tested. They will only be permitted to fly if they fall within the National guidelines as setdown by our National body the MAAA.

8<sup>th</sup> January text from Antonia for feedback

13<sup>th</sup> February first Committee night back for 2019, Tony responding to Antonia's text sought to hold a meeting at the field with Bruce, Matthew, Antonia and Bill scheduled for 24<sup>th</sup> Feb.

The field usage register

The register is placed in a box at the field. Signs have been placed on the gatepost reminding members to sign in and out. This was started on September 6<sup>th</sup> and monthly reports produced to indicate field usage. A report showing September 6<sup>th</sup> to the end of December has been compiled and sent to Bruce Waters. This has now been updated to include Jan. 2019, see below, and will be continued throughout 2019 and into the future.

	September	October	November	December	January	February
Number of flying days	25	31	30	31	31	28
Number of days field flown at	20	22	21	24	24	19
Number days no one flew	5	9	9	7	7	9
Average members at field per day used	4.7	4.2	5.3	4.2	5.5	3.7
Average hours of use per day field used	3.71	4.17	4.85	3.99	4.74	4.92
Days electric models flown	17	20	21	21	24	19
Days glow models flown	6	9	6	10	13	9
Days petrol models flown	6	4	5	3	7	1
Days turbines flown	0	1	1	6	0	0
Number members using field	43	43	49	45	62	50
Days Start before 9am	6	12	12	11	15	2
Days finish after 6pm	1	0	2	2	2	12
Sundays finish after 12pm	3	3	4	2	1	3
Sept - Feb						
average days not flown/month	7.7					
average members using field/month	48.7					
average days start before 9am/month	9.7					
average days finish after 6pm/month	3.2					

As you can see from the report above, Jet turbine activity is minimal at the field. This was one of your major concerns from the feedback of your initial meeting. With the above new rules and processes in place and the conclusions reached in the Environmental impact report, we believe we have addressed your concerns. The trucks, cars and motorcycles along the Old Healesville Road create more noise than we do. We will continue to monitor everything outlined in this above. We have and will continue to enforce our long-standing club rule of no more than 4 models in the air at any one time; which directly impacts the noise levels we produce.

We trust that the revised operating procedures and newly introduced rules meet your requests. Going forward we are happy to provide you with a copy of our monthly usage report.

Best regards

Bill Wheeler

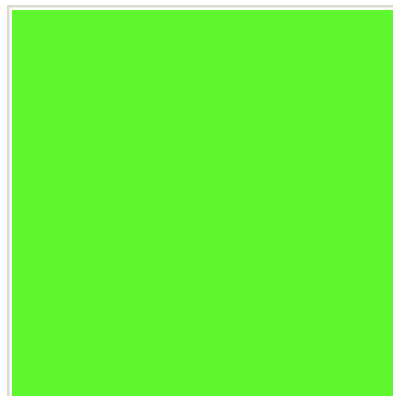
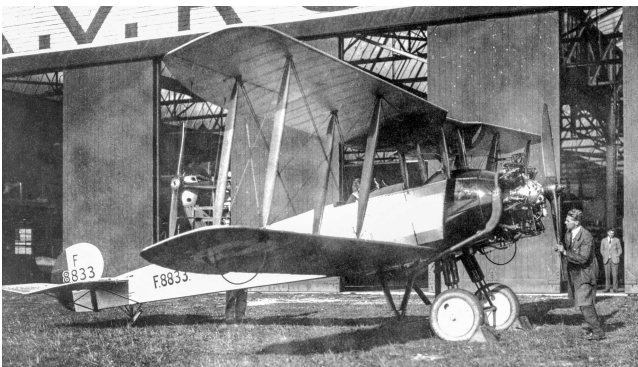
Secretary YVA Inc.

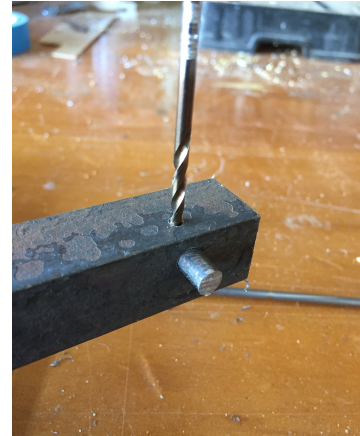
---

# Avro Avian 625

by Bill Wheeler

This project was meant to be a quick build for last November's Haydn/Frank competition but like all best laid plans it's still not complete. Build to 1/6<sup>th</sup> scale it has a 1500mm wingspan and will be powered by an OS40FS. I enlarged the original plan that was about 1100mm span also adding a functional sprung undercarrage. The undercrrage is described as Siskin esk so I googles the AW Siskin and found a couple of pictures of the Avro 504N which also sports the same undercarrage. One picture showed the u/c in its compressed state, the other extendd while flying. From this I was able to figure out how it all worked. It wasn't until I assembled the components that I could see what to solder where. Silver soldering is used throughout but next time I'll drill and tap components and bolt the assembly together. Below is one of a few black and white photos I found of the original and the undercarrage as fitted to the 504N. One of the two Avian 625s build is described as being finished in bright green. This too I googled to get an idea of its shade of green describe as bright green.





I shouldn't have too much trouble seeing it. I have taken the time to make a sprung undercarrage for it see below. The undercarrage is constructed from 1/8" piano wire and 6mm steel rod. I made a drill jig to drill through the diameter of the 6mm rod accurately. Which proved easy once I bought a drill sharp enough to do the job.

## VPA Yarra Valley Aeromodellers

26<sup>th</sup> Jan '19

For the last few years the opening event of the Victorian Precision Aerobatics contest calendar has been held at the YVA club on Australian day weekend. This year being the day after record temperatures across Melbourne, the event day cooled to a balmy 31 degrees and attracted 11 entrants. These broke down into the classes as follows.

Sportsman	1
Advanced	1
Expert	4
F3A	5

Under the VPAs tireless CD's direction, Henry Hutchinson, proceedings got under way at 9:00am with a very slight Southerly breeze, high cloud cover and a balmy 20 degrees. The comp was to be over 4 rounds with everyone flying two rounds each then repeating the process to complete 4 flights. I was first up and as the only Sportsman contestant my aim is to achieve a promotion point for the Advanced class. Similarly, Mario Schembri was the only competitor in Advance so he was after a

promotion point to get into Expert. Looking at F3A competitions this was one doesn't feel so bad when at the end of the day you're presented with a 1<sup>st</sup> place certificate in a class of one. The judges for the first three classes are made up of the F3A class contestants, when they fly the judges are from the Expert class. Lunch was at noon by which time everyone had completed two rounds except F3A who had completed one. The skys had cleared and the temperature was slowly climbing up through the twenties. F3A commenced their second round with the temperature at 27 degrees. I had damaged my undercarrage on landing at the end of my second flight so I was done. Advanced, Mario flew his third round and had to leave for work. Expert flew their third and fourth followed by a change of judges and F3A. David Creed suffered contra drive engine failure during his 3<sup>rd</sup> round in Expert while Norm Morrish called time half way through his third round flight as he was having difficulty seeing the model against the clear blue sky. The light breeze varied through all compass points during the afternoon which at best required a little more thought with respect to rudder corrections during manouvers. It was all done and dusted by 3:30pm with places as follows. A few observations, Peter Bailey was the only competitor with an I.C. model being powered by a YS175CDI. There are a few others spread across the states but electric has been the preferred powerplane for a while now. There was one contra drive in attendance, flown in Expert by David Creed who reversing the current trend has fitted his latest model with a YS. I was the only competitor in Sportsman. This may be a reflection on the current state of "new" entrants in many R/C competitive disciplines. This is a shame really as just about any model can be flown in Sportsman and if you watch your fellow clubmates at the field on any given Sunday, most will happily throw their model through most of the manouvers required in Sportsman class.

Sportsman	Bill Wheeler
Advanced	Mario Schembri
Expert	1 <sup>st</sup> Daniel Wheeler (promotion point). 2 <sup>nd</sup> Peter Bailey 3 <sup>rd</sup> David Creed
F3A	1 <sup>st</sup> Russell Edwards 2 <sup>nd</sup> Glenn Burgdorf 3 <sup>rd</sup> Peter Hill

Pictures from the event follow.



The pits soon filled with competitor's models with all but one being electric.





1st in F3A was Russell Edwards from GMAC who represented Australia in Argentina last year.



Peter Bailey, YVA, flew the only IC model; his YS powered Asyuler in Expert.



2nd in F3A was Glenn Burgdorf from P&DARCS



The judges certainly appreciated the shade throughout the day



3<sup>rd</sup> in F3A was Peter Hill also from P&DARCS



YVA's David Creed assists fellow Expert class pilot Henry Hutchinson with his electric 'Cyclone' model



F3A competitor Norm Morrish withdrew during his round 3 flight as he was having trouble seeing his model against the very bright sky.

## Haydn and Frank day at YVA

23/2/19

This event was born in memory of two members who spent most of their Aeromodelling life building and flying Scale models. Haydn Hampson was President of YVA for 10 years and a member of the Victorian Flying Scale Aircraft Association for longer. Similarly Frank Curzon whose passion for early aviation aircraft brought forth an array of unique models over the years joined our club in around

2005. By this time he had just converted to ARFs full time. He also wrote a Scale column in the RC Modeller magazine for many years along with reviewing ARFs.

The format of the event has changed a little over the years and judging it was becoming more difficult each year. With this in mind the format was revised to Haydn's class being scratch built models, covering own design, kit or plan built while Frank's become solely ARF. The change to the latter was not taken lightly as the VFSAA membership remembers Frank's design large-scale models very well. Our V.P. discussed the proposed changes with Frank's son who agreed it was better to remember him rather than have no entries in his category.

With our recently revised rules re competitions are on the last Saturday of a month the entry list was somewhat smaller this year. The Committee feel it will grow and are looking forward to the 2019 event to be held this coming November. This event was the 2018 event held over from last November where the weather forecast kept most away. Saturday however was fantastic; very light winds, varying from Easterly to Westerly, Blue skies from mid-morning and a top temperature of about 28 degrees. Our V.P. extended himself by bringing along his Weber BBQ and slow roasting 2 pieces of beef for the Beef and gravy rolls planned for lunchtime. He has raised the bar in the club function catering department and this will be the lunch standard going forward!



Adam Burdett's Fokker DVII flown in ARF.

David Hipperson's Fokker DVII both



Bill Wheeler's PUP in Scratch built.



David Anderson's Camel in ARF.



Frank Murphy's scratch DH Hornet, not flown only taxied. Graham Jenner's ARF Spitfire.



Keith Quigg's brace of ARF Cubs



Peter Feller's ARF RV4



Phil Singh assembles his large Extra ready for a day's flying. Unfortunately he'd forgotten to bring also his heavy model permit and did not fly. A shame really as this really was a stand out model and would have great presence in the air.



“Now, have I forgotten anything?”

## While I have your attention...

A plug for Special interest groups as I am also Secretary for the Australian Precision Aerobatics Inc. the APA and VP/CD for the Victorian Flying Scale Aircraft Association, the VFSAA. The state body for Aerobatics is the Victorian Precision Aerobatics Inc. whose President Fernando Monge is also a member of our club. Similarly, The President of the VFSAA, Greg Lepp is also a member of our club. Both these groups encourage the improvement and enjoyment of flying model aircraft. Interestingly, pattern aircraft are predominantly electric now in the higher classes while scale is mostly IC There are a few electric models that have come along to various club events, Frank your Hornet would go really well.

You do not need to spend a lot of money to fly in the Sportsman class of aerobatics as your Sunday sports model will be more than capable of the scheule. The only daunting manouver is the outside loop. Pushing the elevator stick forward and holding it there goes against what many of us would usually experience. But starting from on high, you can soon get used to it. I have worked hard to stay in the sportsman class and on many occasions have been the only entrant in the class. My day-to-day flying has improved though as getting out of trouble in the middle of a manouver becomes second nature and the pulse rate does come down with practise. If you're interested, talk with Fernando or myself and we'll get you going.

As for the scale group, it amazes me how many of modellers buy and fly scale ARFs, enter our Haydn Hampson and Frank Curzon day but won't come along to scale comps where like minded people fly scale model aircraft in a friendly and relaxed atmosphere. We have a flying only class where any scale model can be flown and is specifically meant to be for anyone who wants to get out and socialise. In an effort to encourage new blood the

VFSAA are reviewing their flight schedule by introducing a newbie class with fewer flight manouvers required. If you're interested in coming to join us, talk to myself, Greg Lepp or Mario Schembri (our Secretary) for further information. We also have bi-monthly meetings at the VAMRS clubhouse the next be Thursday 4<sup>th</sup> April at 8pm. It's not about counting rivets or how accurate your model is or the standard to which it's finished, it's about building, or buying, and flying scale model aircraft.

The next event for the VPA group is the State Champs at Bendigo on May 18/19<sup>th</sup>. Check out their website at <http://vicprecisionaerobatics.com/index.php/events/calendar>

The VFSAA can be found at <https://vfsaa.org.au> with their next event being the VicScale weekend at the Valley Radio Fliers in Shepparton June 8/9<sup>th</sup>.

### Club Appariel.

VP Daniel Wheeler has been looking around for new club apparial. He has found a supplier through who supply his employer (D&E) and has provided some shots of proposed gear below.



Polo shirt lightweight material must better than what we have today!



Hoody



Jacket with detachable hood



Beanie. There is also a trucker type baseball cap but no pic supplied.

Tony will have all of the above with him for your review at March's club night. Prices as always will depend on quantity required. The club badge would be embroidered into each of the above items.

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

[news@yarravalleyaeromodellers.com.au](mailto:news@yarravalleyaeromodellers.com.au)

## **Next newsletter due May**

If you have any material, photos, reports build pictures you would like to add into this our newsletter, please email me them for inclusion.

## Dates to note!

Check VMAA website for more details.

Sun 24 <sup>th</sup> Mar	Monty Tyrell Scale event	P&DARCS
Mon 25 <sup>th</sup> Mar	Club Meeting	Red Earth Centre Mooroolbark
Sat-Sun 6 <sup>th</sup> -7 <sup>th</sup> Apr	VMAA trophy weekend	Northern Flying Group

## 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 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.

## Meeting Minutes and Club Information

The meeting minute and other important club only information 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 or on request.