



VALLEY FLIER



NEWSLETTER OF THE LATROBE VALLEY MODEL AERO CLUB
(INCORPORATED IN VICTORIA. REGISTRATION NUMBER (A0001822M)
P.O. BOX 311, MORWELL. 3840
Mob 0422 627 169

February 2023

PRESIDENT	SECRETARY & EDITOR	TREASURER
BILL REID	WAYNE LEWIS	GODWIN BUGEJA
5 WATTLETREE CRES	39 KURT ST	5 LISLE ST,
MORWELL. 3840	MORWELL. 3840	MOE. 3825
Mob 0412 369 116	Mob 0422 627 169	Mob 0417 333 588



Our Club Email address is latrobevalleymodelaeroclub@gmail.com
Have you checked out our WEBSITE at www.lvmac.org.au
VMAA Website is at www.vmaa.com.au
MAAA website is at www.maaa.asn.au
Facebook - <https://www.facebook.com/flylvmac>



Fokker DVII at the Bairnsdale Warbirds day

SUNDAY	JANUARY 29	General Flying at all sites (Floatplane Day)
WEDNESDAY	FEBRUARY 1	Committee Meeting & AUCTION at LV Airport – 7.30pm auction start
SUNDAY	FEBRUARY 5	Club Flyday at LAKE NARRACAN
SUNDAY	FEBRUARY 12	Col Cliff Memorial Trophy at Lake Narracan – 11.00am start.-
SUNDAY	FEBRUARY 19	General flying at all sites
SUNDAY	FEBRUARY 26	General flying at all sites & Col Cliff Memorial Trophy backup day.
WEDNESDAY	MARCH 1	Monthly Meeting at LV Airport – 7.30pm start
SUNDAY	MARCH 5	Club Flyday at LAKE NARRACAN
SAT/SUN	MAR 11/12	SCALE ACTIO(n) EVENT at the STATE FIELD at BAIRNSDALE
SAT/SUN/MON	MAR 11/12/13	Labour Day Long Weekend.....Various Events see VMAA Calendar.
SUNDAY	MARCH 12	General flying at all sites
SUNDAY	MARCH 19	COMBAT CUP at Lake Narracan at 11.00am (event 2 of the Combat Classic)
SUNDAY	MARCH 26	Slope Soaring Day at No Pine

LVMAC President's Report December 2022

Hi all

Here we are 1 month gone already in this new year. However, the weather and wind is finally getting better and the strong wind has stopped, resulting in more good flying days.

The field has dried out and the neighbouring paddocks cut and baled leaving lots of room for emergency landings and clearer visibility where the landing (crash) has been less than successful!

Sunday 22 January was a standout for our combat day. Many participants - good flying and with minimal amount of carnage. The 'magnetic snags' went down well.

My gout has not returned so will see you all at the field.

Cheers

Bill Reid

2022-2023 Half Yearly Fees -1/1/23 to 30/6/23

Senior Member - \$115

Pensioner Member - \$97

Senior Associate member - \$43

Pensioner Associate member - \$25

Junior Member - \$36 (MAAA/VMAA fees only)

A Joining fee of \$40 for Adults and \$25 for Pensioners & Juniors also applies to those that have not been members previously.

Bank Details BSB 063 530 Account No 10068336 Latrobe Valley Model Aero Club

***An Associate Member is a "Full Member" who pays the MAAA & VMAA fees through another Club.**

Current membership is 43 members and is made up of 24 Senior members, 14 pension Members, 1 Junior member, 3 Life members & 1 Social Member.

Club Flyday – Sunday 8th January 2023

Another day with that unpopular Easterly wind, but it was only blowing 15 Kmh to 25 Kmh and was quite flyable. The sky was clear and it was what I consider a good day. Numbers were down and from memory that is typical for this time of year.

Wayne Lewis flew the S1500 Stick, the Slick Stik, the Wing Wing, a combat SPAD and the Teksumo Wing
Chris Davenport had the usual van full and flew the Ultra Stik and the Draco and unfortunately, the Mule had an electrical issue and wasn't flown on this day.

Rex Mitchell flew his OS46AX powered Little Toni, and recently repaired Pitts Special Biplane powered by an OS1.20AX 2 stroke engine and all went well on this occasion.

Godwin Bugeja flew a Challenger and had an electric Corsair but the motor wouldn't run on this model. It was a job to be sorted out at home.

Roy White was finally able to fly his Ultimate 120 biplane now that the strip has dried out and also, he had Wayne trim the fast little F15 pusher model and he did have a fly of that.

Paul Mitchell flew his Fun Cub and the Westland Whirlwind model. The Whirlwind took off and flew well but one of the wheels wouldn't retract to start with but it eventually did go up and both retracts worked well on the next flight.

Ivan Walker flew his S1500 Stick and managed to take the undercarriage off on landing. Ivan also had his Dunny Roll dropper but didn't fly it on this day

William McLauchlan arrived with Grandad Andy but didn't fly.

Fred Barabarsz was there and didn't fly.

Lynton McPhail flew his Phoenix 2000 glider and his small and quite fast HK foamy glider.



Above - Rex Mitchell's Pitts Special. OS120 AX engine

Don't forget Slip, Slop & Slap when at the fields

Combat Classic – Event 1 of 4 - Sunday 22nd January 2023

What a boomer of a day. A light wind which came from all directions during the morning and it was nice and sunny. It did get a little hot by lunchtime. There was plenty of general flying until the 4 round Combat Classic event started at 11.00am with 7 starters.

In round 1 there were plenty of close calls but no cuts or clashes.

The action started in round 2 with Roy & Wayne having a midair which did no damage to Roys model and took a wingtip & aileron of Wayne's model. Roys OS.15 engine cut so he had to land but Wayne's electric model continued on as the model was still flying. (see the pic)

At the end of the 3 minutes everyone was landing and James & Godwin had a midair collision. They both had to use backup models for round 3, as did Wayne. Still no cuts at this stage.

In round 3 James managed to get a cut on Wayne's streamer and another cut on Brian's streamer and Brian got a cut on someone ???

In round 4 Lofty ran into Wayne's streamer and his model went down in the paddock with no elevator control and the motor wrapped up in Wayne's streamer and this was seconds before the timer started. Wayne flew on with a 1200mm streamer and in this round Godwin & Brian had an altercation which caused Godwin's model to crash. Brian flew on and when he landed we saw that he had some holes in his SPAD wing.

Lofty retrieved his SPAD model which had gone in vertically and there was almost no damage. The Elevator servo had become disconnected.

It was all over in 40 minutes. Well done to everyone and thanks to Chris & Fred for doing the timekeeping & scoring.

(There are no prizes in the rounds for this event....only at the end of the 4 Events)

The sausage sizzle lunch went down well so thanks to Bill Reid for looking after that side of things

After Event 1 the scores are as follows.....

James	830
Brian	750
Lofty	750
Ian P	750
Roy	730
Godwin	730
Wayne	700



Wingtip & left aileron missing but it still managed to finish that round and land ok

The Next Combat Even will be the Combat Cup on 19th March 2023

Club History pics – I have a memory stick with over 500 Club History pics. I will be handing it around but this will take time so if you would like to view them sooner than later, please supply me with a memory stick and I will copy them onto it for you. Wayne.

<http://www.maaa.asn.au/images/pdfs/forms/Form-016-POWER-BRONZE-SILVER-WINGS.pdf>

<http://www.maaa.asn.au/images/pdfs/forms/Form-017-POWER-GOLD-WINGS.pdf>

[http://u.b5z.net/i/u/10194601/f/Flight Intruc/Part 5 5 - Description of Gold Wings Manoeuvres.pdf](http://u.b5z.net/i/u/10194601/f/Flight+Intruc/Part+5+5+-+Description+of+Gold+Wings+Manoeuvres.pdf)

(read in conjunction with the MAAA Bronze, Silver & gold Wings Sheet as there are manoeuvres that we do not do, included in this pdf)



Ivan has had this Push Pull model for a while and it has had several unsuccessful takeoffs, including a swim in the Lake and Ivan has made several modifications but it just didn't want to fly. Ivan said he wont fix it this time.

CURRENT FUEL SITUATION

Roy is still purchasing fuel from Toy World in Bulk at a 20% discount and is leaving a small quantity in the flying field container.

Current prices inclusive of the 20% discount are:

2 Stroke \$48 / 4 litres

4 Stroke \$54 / 4 litres

Could club members please ensure that they immediately advise Roy (at field or text 0417 562014) when taking any fuel and pay prior or shortly after.

If you want to transfer the money here are the details: BSB 063530 Account 10029601 Account Name: Roy White.



and
HOBBYWORLD
 74 Seymour St, Traralgon
 PH 5174 2088

FOR ALL YOUR HOBBY NEEDS !

Fuel, parts and more

**A new range of indoor Aircraft
 In store now !**

**Present your Club Card for your
 10% discount.**



AUCTION – The Club Auction will be on Wednesday 1st February at 7.30pm at the Latrobe Regional Airport. A Committee Meeting will be held at 7.00pm and should only take a half hour.

**I Am in the process of spraying the Blackberries at Lake Narracan.
 I have put up some warning signs.**

Snake Warning – It's that time of year when those slithery things come out and one has been seen crossing the road half way to the Caravan Park, so just be cautious when going out into the paddocks or along the roadside when retrieving your models. The grass has grown very fast and has been cut and baled, so that is a bonus, but you still need to look where you are putting your feet.

Club Regalia

Wayne has some large club stickers that go on the inside of glass windows and they are for sale at \$2.00ea. He also has the new Club Cloth Badges for Sale, at \$8.00 each, Metal Badges for \$5.00 each, White Stickers for .50 cents each and Club Caps @ \$15.00

Don't forget the Col Cliff Memorial Trophy is coming up on February 12th at Lake Narracan. Time to practice the events on the following sheet.

LATROBE VALLEY MODEL AERO CLUB

2023 COL CLIFF MEMORIAL TROPHY EVENT

NAME.....MODEL.....ENGINE.....

1 round of each event to be flown and 1 event may be flown twice

NOTE : 1 MAXIMUM SCORE in any event is 200 points. (except for a fly off)

- 2 only 1 round will be flown if weather conditions permit.
- 3 Scores of all 7 events are counted. 1 event may be flown twice.
- 4 if there is a tied score the pilots concerned will go into a flyoff consisting of 1 event, drawn on the day, with no maximum score.
- 5 Timing starts when the wheels leave the ground.
- 6 Low Idle to be checked before any event requiring low idle.
- 7 Tuned Pipes are not permitted to be used.
- 8 Engine Throttle Cut must work.
- 9 Electric Models are permitted

	ROUND 1		ROUND 2		BEST SCORE
MAXIMUM LOOPS under power . in 60 seconds. 12.5 points per loop. Max = 16	number	score	number	score	
CLIMB & LOOPS on idle. 20 sec engine run. 25 points per loop. Max = 8	number	score	number	score	
ONE MINUTE FLIGHT. 200 minus 10 points per sec variation.	time	score	time	score	
SPOT LANDING Max climb 20 sec - engine to be stopped. 200 points minus 20 points per metre out.	variation	score	variation	score	
SPINS. 20 sec engine run. 7 points per spin. max = 29	number	score	number	score	
TOUCH & GOES. In 2 minutes. 20 points per circuit touch & go. max = 10	number	score	number	score	
CLIMB & GLIDE. 20 sec engine run. engine to be stopped. 0.5 points per second from take-off. Max = 6min 30sec	time	score	time	score	
If there is a Tied Score proceed into a fly-off, 1 event.....				BEST TOTAL SCORE	



Above - Ian Partleton was flying his 30cc DLE powered Big Stik on a Tuesday with some other club members, Ian Heafield, Roy White & Stephen Loft and he started to complain that his model was out of right trim and it was still wanting to go left. On landing the cause became very evident. The pic above shows 2 of the engine mount bolts had come undone, probably through vibration.

Don't forget we have a floatplane Day this coming Sunday





Above & below – pics from past Floatplane days



Many Thanks to those who have contributed to the newsletter with articles, Pictures and information this month. It would be good to get some new contributors. Thanks also to our regular contributors in particular for their monthly contributions.

The Valley Flier Newsletter is owned and published by the Latrobe Valley Model Aero Club (incorporated) . Opinions expressed in this newsletter are those of the editor and authors and do not necessarily reflect the policy of the Club or Association. Contributions accepted for publication may be edited as required. Whilst the publishers exercise due care with regard to the newsletter contents, no responsibility can be accepted for errors and/or omissions or any damage or offence that may be caused as a consequence.