



VALLEY FLIER



NEWSLETTER OF THE LATROBE VALLEY MODEL AERO CLUB
 (INCORPORATED IN VICTORIA. REGISTRATION NUMBER A0001822M)
 P.O. BOX 311, MORWELL. 3840
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May 2020



A very nice looking Electric T-28 Trojan from my pic collection. They are a great foamy to fly with a 4S battery but that nose wheel is always going to be a problem.

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Have you checked out our WEBSITE at www.lvmac.org.au

or our Photo Gallery at <http://photos.lvmac.org.au>

VMAA Website is at www.vmaa.com.au

MAAA website is at www.maaa.asn.au

VMAA Event Notification
COVID-19 Alert Number 7 Closure of all Victorian Clubs

Hi All

The current public health issues and the recommendations from the State and Federal authorities on allowable and recommended activities are for the wellbeing for all. The virus is a serious matter, and we all need to take appropriate action to help our clubs and communities to win the battle over the long term.

As per Victorian State Government direction <https://www.dhhs.vic.gov.au/coronavirus> as of midnight 25 March 2020, all social sport-based activity was to cease.

Based on this advice, the VMAA has no choice but in directing all clubs to close until further notice.

If any club member has any concerns with the above, you can contact this office via your club secretary.

Please contact the VMAA Secretary by clicking the following link: Secretary@vmaa.com.au

***Safe flying to all
VMAA Committee***

Due to the above notice the Lake Narracan Gate key has been removed and there will be no access for flying until the State Government rules change. Unfortunately, at this time the Committee cannot arrange a Committee Meeting to discuss where we go from here but the committee will be having a meeting at the earliest convenient time. It's all going to take time to sort out ! **The Medical Experts are asking everyone to stay at home unless it is really necessary to go out so think about that ! The world death toll is now over the 200,000 mark up so it's a pretty serious situation ! We here in Australia have been very luck so far. Unfortunately, some of our younger members are not working which is not good so let's hope that situation improves ASAP. The Federal Government may be relaxing some rules after May 11th so we can only hope that the Stare Government will follow suit and that letting us fly will be part of the changes.**

MEMBERSHIP & FEES: Membership for the 2019-2020 year is now well underway and as of today we have 54 paid up members. Breakdown is 26 Senior, 15 Pensioners, 5 Associate, 3 Life & 5 Indoor only members. Obviously there will be no more new members for this year and we will find out after 17th May what will happen with next year's MAAA & VMAA fees.

Pressies Preamble,

G'day fellow inmates,

It won't be long before you can stop banging your tin cups on the bars and get out on parole, at least I hope not. Chatting with a few of you there has been quite a lot of building going on so there will be a few maiden flights to start with, and you won't be able to say you didn't have time to check everything if anything goes wrong. There has also been a new Windssock pole erected at the field incorporating a direction indicator and windssock so that laborious task of turning a bit of wood a round has now been dispensed with, the wind does everything for us now. It also folds down to enable windssock changes at ground level thus helping Wayne in keeping underpants changing to a minimum.

I would like to credit a few guys for the construction and installation,

- Chris.....Steelwork and design.
- Goddy,,,,,,,,,,,,Fabrication and design
- Steve T.....Aluminium
- Dave W.....Painting and signwriting
- Dave T.....Logistics and erection
- Jay.....Excavation and foundations,

Many thanks to all those concerned, good job well done, now we only need the ladder for tree retrievals.

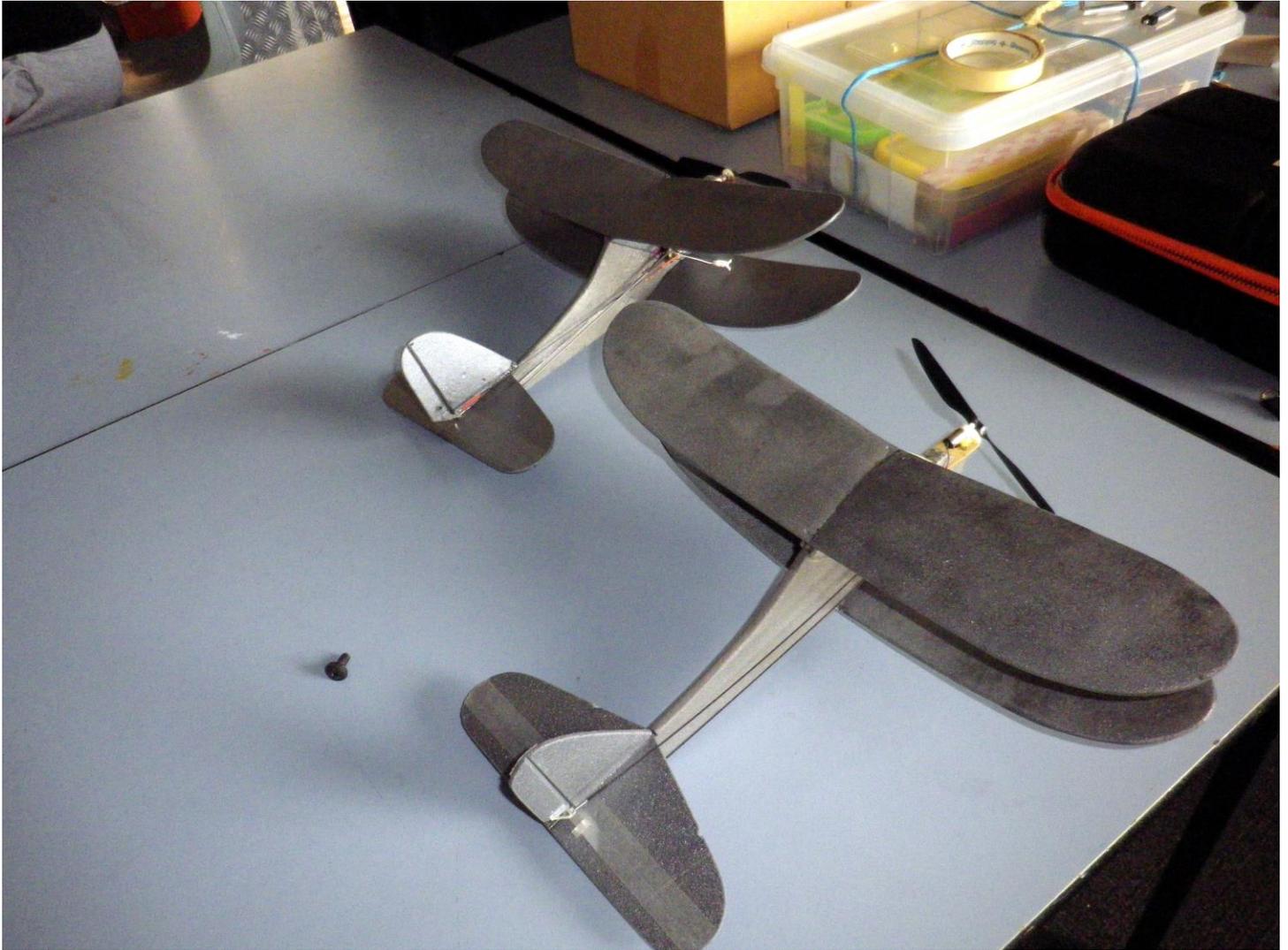
Of course Murphy has been working overtime with the weather, all those good flying days gone to waste, and by the time we get back we will probably end up with the other end of the stick and cop all the crap. Not to worry, you have just got to take what comes. Likewise with the AGM we legally have five months from the end of April to get that to eventuate so when everything settles down to the norm it will happen so don't panic, every thing is under control.

That's it from me, see you on the other side of Covid.....Cheers, Chris.

INDOOR REPORT

I did get a disk with some pics from Ash . I assume the pics were taken before the COVID19 shutdown.





<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)

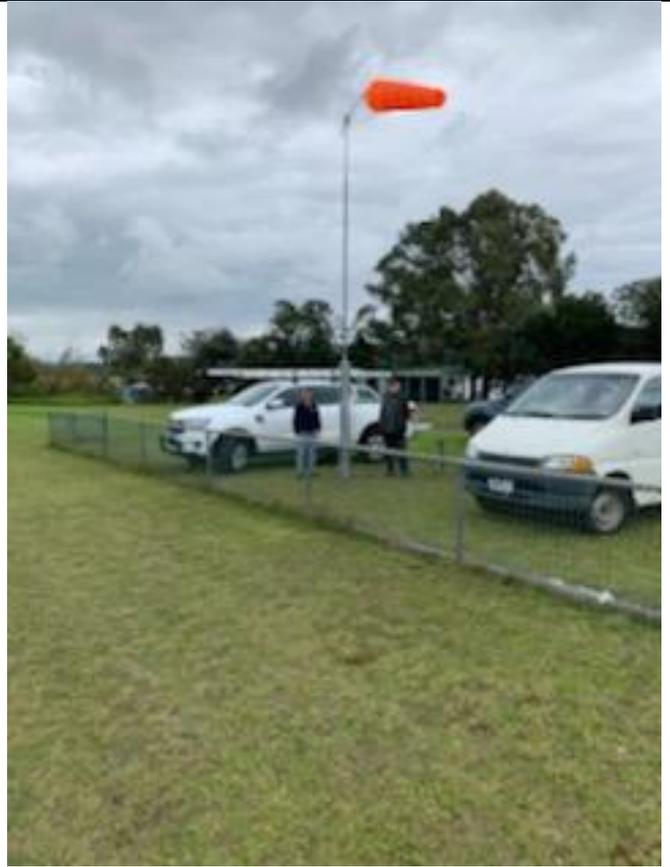
**Don't forget if you use the rescue boats you must wear a PDF or life Jacket.
The boat is now in the " New Container ".**

APRIL CLUB FLYDAY AT LAKE NARRACAN — This event was cancelled due to the Corona Virus. There is no more flying until the State Government restrictions allow !

Windsock update - after thrashing itself to death and getting tangled at the top of the pole several times, the Windsock at Lake Narracan has undergone a revamp. Chris has come up with a better system and Godwin has made a new Windsock Post that can be laid down to change the Windsock. Job Complete



The base has been concreted into the ground. It was supplied by Chris and modified to suit by Godwin. Jay did the concreting for us.



Chris also supplied the pole from an old antenna and Godwin made it all up to swivel from top of the base. No more ladder climbing the pole for Wayne !



The top section slips over the pole.



Dave Lewis painted the top once Chris had made it

Thanks to Chris, Godwin, Steve T, Dave T, Jay and Dave L for their contributions. The windsock has been taken down until we can fly again. No sense in the new sock thrashing itself to death in the wind when no one is flying !

Syllabus items for meetings.

It was mentioned at the December Meeting that we should bring back the “syllabus items” for our general meetings. Traditionally we had two flyers before the meeting in the time of daylight saving and syllabus items at the non daylight savings meetings. All at the meeting agreed that this is a good idea but the problem is that we need people to be able to give a demo or a talk on any facet of our hobby. If you can help out in this area please let the committee know.

Club Stickers & stuff.....

Wayne now 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 and White Stickers for .50 cents each and Club Caps @ \$15.00 .

First on scene at Lake Narracan please open the Container so that the defibrillator and Fire Extinguishers are available if needed.

<p>ALANS GIPPSLAND HOBBIES</p>  <p>Bill Webb MANAGER</p> <p>Ph/Fax: (03) 5626 4205 Mob: 0407 228 853 377 Grandridge Rd, Seaview, VIC. 3821 alansgippslandhobbies@bigpond.com</p> <p>See Bill for your Balsa and Carbon Fibre needs</p>	<p>Current Fuel Situation – If you need Nitro Fuel See Roy who is keeping some 4 Lt bottles of 10% fuel in the Container. Failing that, you will need to get it from Toyworld in Traralgon. Toyworld has given us a good price for buying in bulk so 10% nitro is \$40 for 4 lts. That’s \$10 off RRP. If you want to transfer the money here are the details.</p> <p>BSB 063530 Account 10029601 Account Name; Roy White & Jennifer Mary White</p> <p>So you will need to plan ahead. Don’t let yourself run out as there may be a time when there is no fuel available at the field. Remember to take your Club ID card to Toyworld Traralgon and get you 10% discount.</p>
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Sausage Sizzle Roster..... All Sausage Sizzles are cancelled until further notice as per recommendations by higher authorities.

Lipo Battery Care - I hope all you Electric Fliers have done the right thing and discharged your Lipo batteries to the storage level. As we know, it's not right to store a lipo battery fully charged or fully discharged as it can actually damage the battery. Therefore, Lipo batteries need to be discharged for storage and stored with cell voltages at a nominal 3.8v per cell which equates to 7.6v for a 2S, 11.4v for a 3S, 15.2v for a 4S, 19.0v for a 5S & 22.8v for a 6S. Most modern charges have a storage function that will discharge your Lipo to the correct voltage.

Geoff Bruerton has been busy building as always -

Here is a bit of show’n tell. The red and the blue seaplane is an own design, sorta 30`s style, outside pull pull cables to rudder and elevator. Motors are 2826 1000kv, 8x4 3 blade props.52 (1320) span and 1300gm without 2200ma battery.



Below - The foamy Hawk, Skyraider, Grumman Wildcat and ME 109 were all given to Geoff in various states of repair, some (hawk) were pretty bad others pretty simple.



Above - The Hawk

Below - the ME 109



Above – The Skyraider & Wildcat



Geoff has a couple more to go. The TU 142 bear (also known as tu95) is an ongoing project. 84" (2130) span, 4x 3536 1200kv motors propped for 3 cell operation and around 300 watts each.

1948 EROS OLD TIMER FOR SALE.

98" (2490MM) Span, 4 servos & reciever

42mm motor not sure of rest of specs as can't get at motor, but it hauls the model skyward rapidly.

ESC & propeller to suit

plastic Iron on film covering

I used a 4 cell 4000ma battery but the compartment will hold a large range of sizes

\$180

Geoff Bruerton 0488924137

**AGM**

The 30th April is the end of the financial year for the Club. We would normally be getting set for our AGM in June but that isn't going to happen until after we have had a Committee Meeting, once restrictions are eased. The AGM needs to be held within the next 5 months and if required, we can get a 3 month extension from Consumer affairs. It may even be an open air AGM at the field.

Naturally we will keep members updated as things change or become known to us.



Above – Ian Heafield has repaired Eric's CraZE Wing

From Bill Reid :- Bill and Ivan bought 2 Aeroflyte Hustler kits some months back and have had them sitting in the shed until now. They recently pulled the kits out and had some surprises when they were opened. Bill's kit was missing the wing ribs and some other bits and had 2 sets of plans. Ivan's kit was missing an undercarriage and had some other bits and pieces and no plan.

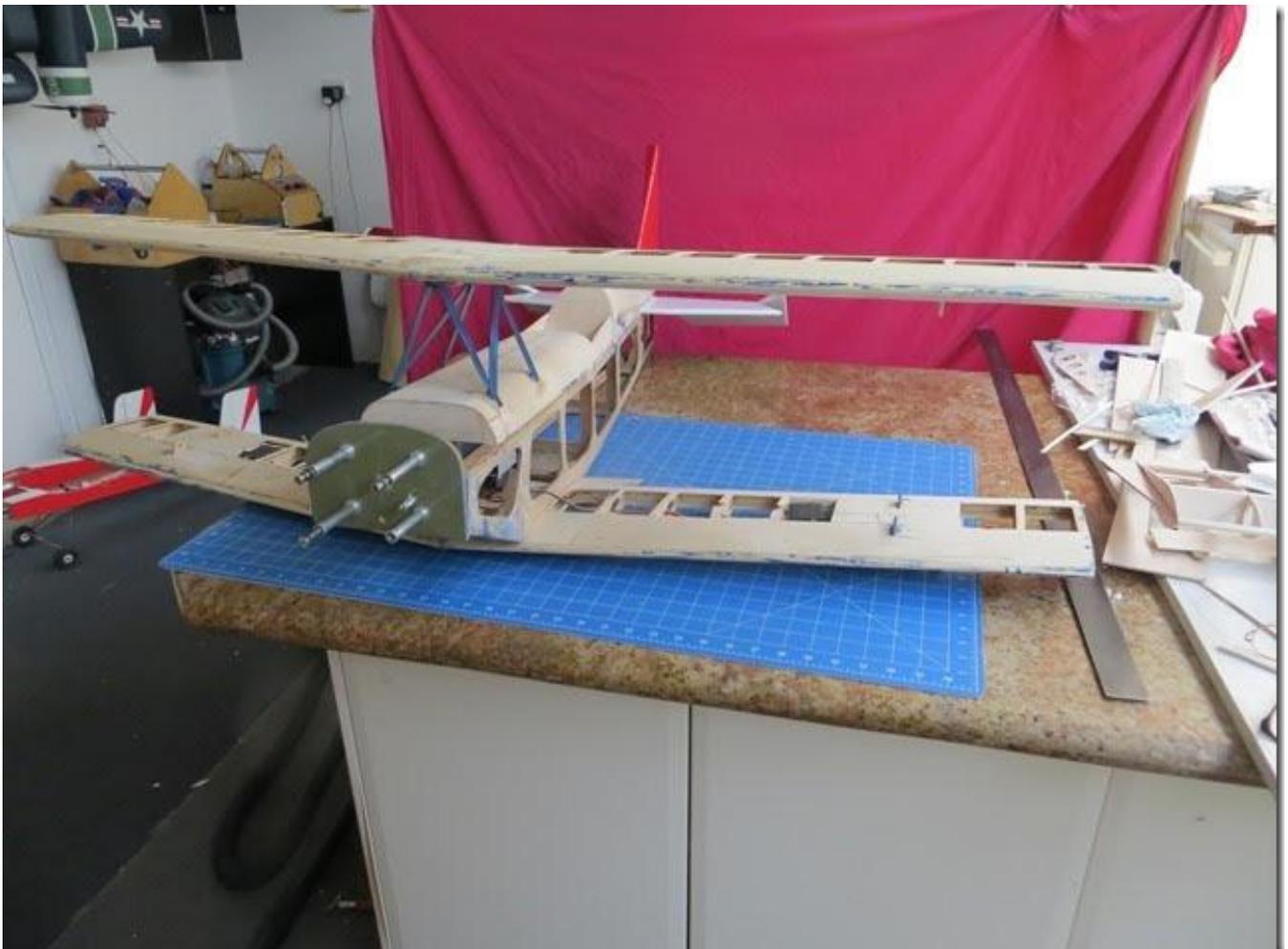
Bill rang the hobby Shop and was told that Aeroflyte was bought out by a Western Australian company who had been making the kits and recently they had a fire which wiped out the workshop and all its contents so there are no spares available and none to be made. Bill is making the ribs !

The moral of the story is to check your kits when they arrive to see that all is correct and nothing is missing. Then you can put them on the shelf !

From Ian Partleton - I have been building a Crazy Wing from drawings according to the scriptures of Roy White! As there is only a top down view (no side on view) there has been a little guess work involved. I have mostly finished it and is now ready for covering. I have made the wingspan 36 inches and it will be powered by an Enya .15 so hopefully it will fly in the Combat Classic or Gunfighter comp.



My second project which has been running in parallel is the restoration of an Ultimate Biplane which was kindly given to me by Eric. It needed quite a bit of repair work to the wings which has now been completed. I have most of the parts to finish it however I am waiting on covering and plastic tubing in which the control rods are guided. I fabricated all the control horns from aluminium angle. A second hand DLE30 petrol engine to power it. I also ordered a carbon fibre undercarriage which arrived yesterday from china. (Free postage) Hopefully it will be finished within a fortnight, it all depends on delivery of covering and tubing.





Warhawk in flight – Brian Adams pic from the past

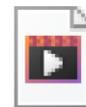
From Roy White :-



Hobby King recently had a special on a Yak (even including free delivery!) so I picked one up. I've included here picks of construction and final model:

I've installed my OS GS 40 in it. That engine suddenly became available after it cut on takeoff recently when installed in another plane!

See a very short video here



Video.mov

I inspected the Walbro carb and believe the engine failure may well have been due to a blocked carb filter. Please see the before and after filter clean pics below. Lesson learned; clean petrol filters more often! (PS: What may look like a hole in the muck is actually a larger shiny piece of muck!)

Before cleaning :- As you can see its almost half blocked !



After cleaning:-



10:10 pm Mon 20 Apr

Forums ▾ Buy & Sell ▾ Photo Gallery New Posts

DLE 55 idle problem Thread Tools

05-28-2014, 03:54 AM #15

ahicks
TRADING PLUS MEMBER
My Feedback: (2)
Join Date: Aug 2008
Location: Waterford, MI/Citrus Springs, FL
Posts: 3,753
Likes: 0
Received 3 Likes on 3 Posts

It's lean. Before getting too far into it just richen the low speed a hair. It's been my experience that this is a really common issue with any size 2 stroke. There's a VERY good chance it's not getting quite enough fuel from the idle system to cool the combustion chamber immediately when you bring it down after a flight. It'll cool eventually, but leaves you wondering from a second or 2 to maybe 10-15 seconds. Engines set this way will often quit unpredictably at low speeds as well.

99% of the time you can just richen the low speed needle a hair and it will reduce the or eliminate the idle hang issue, and eliminate the dead stick thing.

Bonus is it may be easier to start that way as well....

05-31-2014, 01:39 PM #16

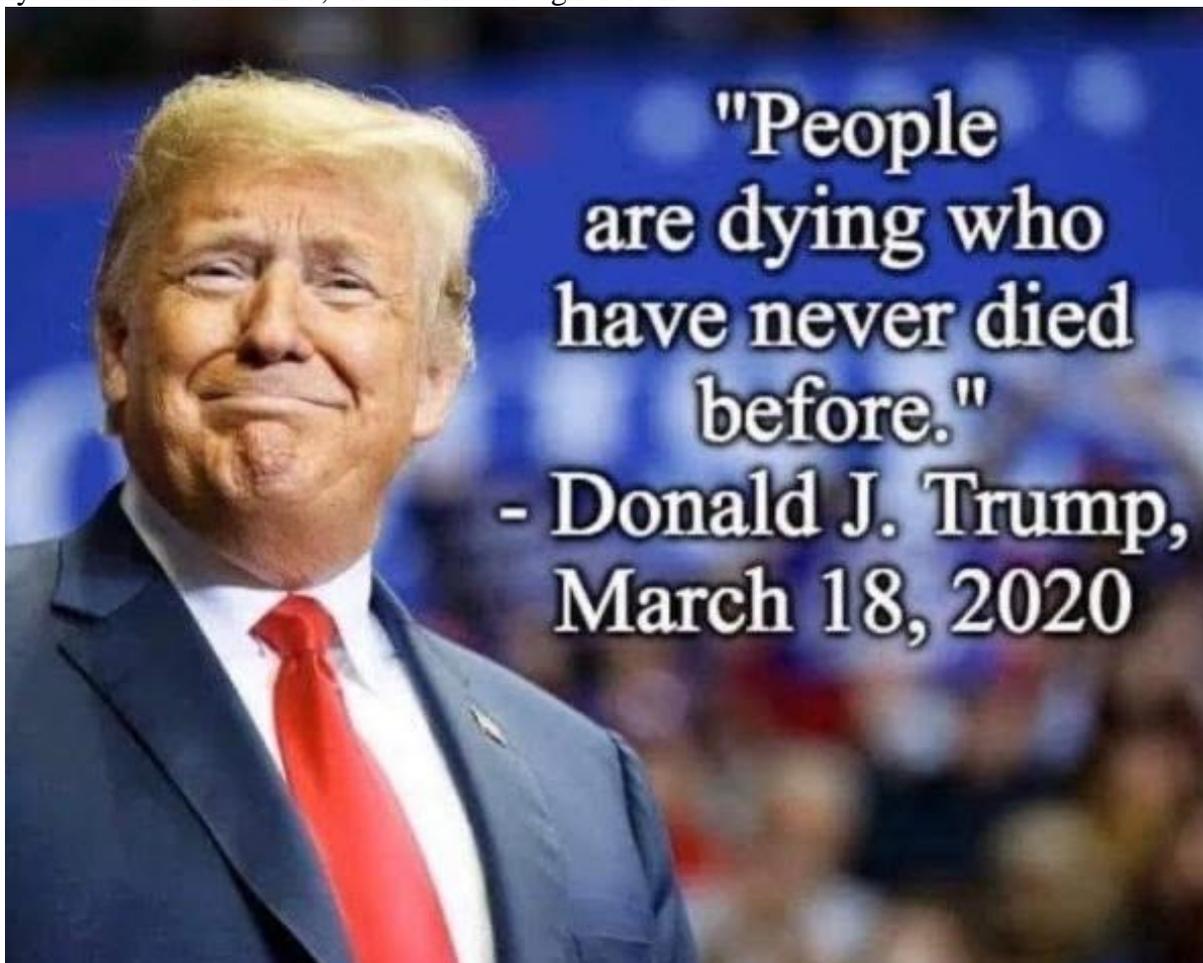
johncpn
TRADING PLUS MEMBER

Richening the low needle did the trick!
Thanks

Something else that may be of interest; I have experienced a two speed idle thing with 3 of my petrol engines including the OS 40. When the throttle is cut fully they drop to a high idle, then moments later fall to a lower idle or even cut out completely. The consequent and more significant issue with this is that you risk either very high speed landings if you throttle back late or dead stick landings if you throttle back early.

I asked a number of LVMAC members about this and whilst no one seemed to have solutions some members had also experienced it. I think I may now have an answer; it's called 'Throttle Hang' and a good description of how this happens is described below. I think what I was doing is getting the 'sweetest' idle I could but still ensuring no stumble on quickly throttling up. It seems the low needle needs to be richer than that 'sweet' setting previously mentioned.

And finally with this corona virus; another last thought for all:



From **David Campbell** at Warragul – The pics below are my latest lockdown build for inclusion in the next newsletter with my apologies for it being a slope soarer but as you know, sloping is my main gig.

The Silent Squire was originally supplied in the mid 70's in kit form as a 1530mm 2 channel slope soarer with semi symmetrical foam core wings and a reasonable amount of dihedral that was ideally suited to stronger winds. Over the years, it has been transformed into a very slippery 4 channel acrobatic model with the addition of ailerons and a reduction in the dihedral which makes it quite at home in winds up to 50 kph. I currently have 2 of these models in the hangar.

For some time now, I have been thinking about building another with built up wings that would be more suited to lighter conditions but with hopefully the same performance as the foam core version, so what better time to get started than now. It took a bit of time nutting out the wing tapers and washout but hopefully I have got those issues sorted but only aviation will confirm that.

The rest of the build is very straight forward with a box style, balsa and ply fuselage with balsa sheet tail plane and with all of this time on my hands, I have even rounded off all of the edges and taken more than usual care with other aspects of the finish.

The covering is Hobby King Solid White and Transparent Red and with just a few small things left to do like connecting linkages and the like, the job is almost complete. All that will be required then is permission to fly.



The VMAA Trophy – has been cancelled for 2020.

The NAT's programmed for West Wyalong has now been officially cancelled and will be held at West Wyalong in 2021.

From Godwin – Below is a photo of a scratch build plane, Bambina, which has been Paul's idea. He saw it in the RCan and ME magazine. He up scaled the plans from 850mm span to 1200mm span. We decided to both build this plane and have been sending photos and ideas to each other during the build.



Trap for bargain hunters - OS Engine Failure

I thought I had obtained a bargain recently by buying a complete plane built in 2008 which had an OS Max SX 50 engine. The engine looked like it had hardly been run. I took it easy for the first few flights to run engine in and everything was going extremely well especially the engine, however, recently I went to take off and the engine just died and it would not restart.

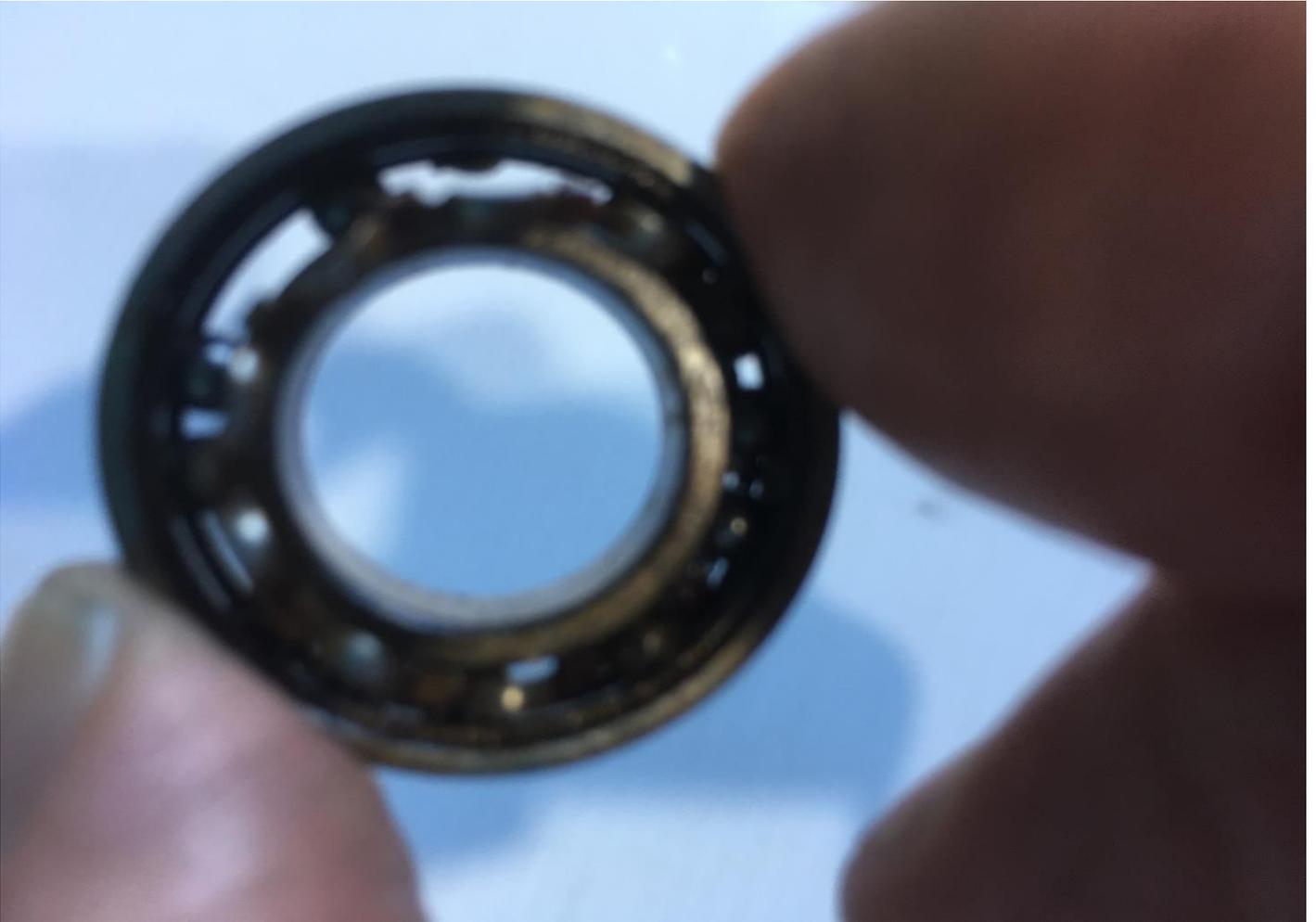
Ian Partleton checked it and discovered it had lost compression. Pulled engine down to find piston ring had jammed in the piston ring groove. Thought that a bit strange but purchased a new ring and reassembled engine. Engine started first shot then died suddenly! Checked and it had lost compression again.

Pulled engine apart and found a small piece of metal on top of the piston. Showed Alan Male who picked the issue up immediately. What was happening was the small piece of metal had compressed/flattened the piston top against the piston ring in the groove. Further dismantling discovered that the bearing cage was corroded and falling apart (that is where metal had come from). See the pic. There are several bit of the bearing cage and by the look of it some ball bearings missing.

I believe nitro is quite corrosive and by the look of the bearing it had rusted with the bearing cage badly corroded and bits had broken off it.

I put a number of drops of sewing machine oil in my engines after each run now to this will stop this happening in the future.

Ian Heafield



Wayne has been occupied by putting together 2 models, repairing an electric Obelix and building a foam electric Craze Wing. (not in the pic)

A few months back Stephen Loft(Lofty) gave the Club a Multiplex Easy Glider Pro, still in the box, for a Club trainer so I have put that together and it looks good. I also purchased a Multiplex Xeno Flying Wing from Traralgon Toy World last year and have put that together. It has a hinged fuselage so it can be folded up for transportation. This means that there is no full Main Spar, only half spars, so I do have concerns about that.



Above – Obelix, Easy Glider & Xeno

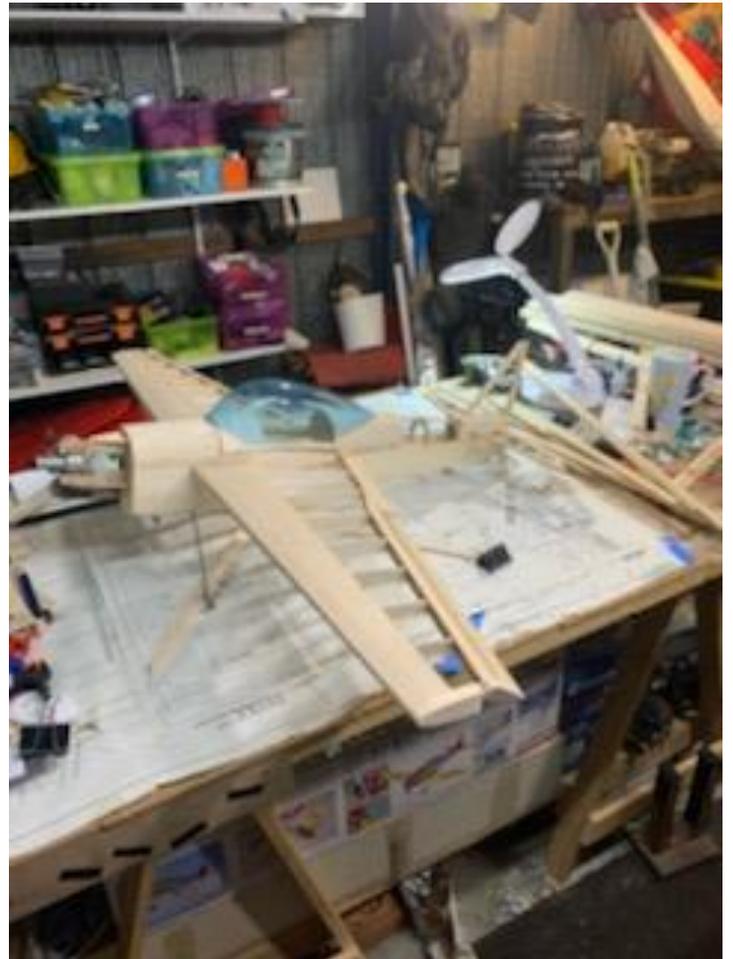
Dave Thiedeman has built this Mini Blitz from a RCM magazine plan. May not be a good colour for a cloudy day !



A Scooter. A pretty docile electric model.



Below – The Atkins Acro from a Kit



All Victorian Clubs have now been shutdown by the VMAA via the State Government directions.

Keep up to date with the VMAA & MAAA updates !

The Federal Government has hinted on easing some restrictions in around 2 weeks (May 11th) so let's hope the Victorian State Government eases our restrictions so that at least we can continue to be able to fly our Models..... maintaining the 1.5m spacing of course.



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 10% discount.**

Many Thanks to those who have contributed to the newsletter with articles, Pictures and information this month. Its good to get some new contributors. Thanks also to our regulars, Ash, Graeme and Chris in particular for their monthly contributions.

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