



# 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

## NOVEMBER 2020

PRESIDENT	SECRETARY, TREASURER & EDITOR
CHRIS DAVENPORT 108 NORTH RD, YALLOURN NORTH. 3825	WAYNE LEWIS 39 KURT ST, MORWELL. 3840.
PH 03 5167 1546 Mob 0414 334 282 dacd40@bigpond.com	PH 03 5134 3189 Mob 0422 627 169 wayne.lewis3840@gmail.com

Our Club Email address is [latrobevalleymodelaeroclub@gmail.com](mailto:latrobevalleymodelaeroclub@gmail.com)

Have you checked out our WEBSITE at [www.lvmac.org.au](http://www.lvmac.org.au)

VMAA Website is at [www.vmaa.com.au](http://www.vmaa.com.au)

MAAA website is at [www.maaa.asn.au](http://www.maaa.asn.au)



Above - The **Westland Lysander** is a British army co-operation and liaison aircraft produced by Westland Aircraft used immediately before and during the Second World War. This nice large model was at one of the past P&DARC's events.

**MEMBERSHIP & FEES:** As of Wednesday 30/10/20 we have 49 financial members ! The breakdown is Senior Members = 22 , Junior Members = 0, Pensioner Members = 15, Associate members = 6, Life Members = 3 & Indoor Only members = 3

**Direct debit the best way to pay your fees. BSB 063 530 Account No 10068336**

\*\*\*\*\*

## **Pressies Preamble,**

Hi Guys,

I am really hoping by next month things will be something like normal again, club activities are at an all time low and it's becoming the same old same old. The social side of club life seems to have died a natural death and it is just a case of fly recharge batteries fly again inter spaced with a bit of building a few repairs and start all over again.

Visits from half a dozen black parrots and an echidna broke the monotony on a couple of occasions, but a good old sausage sizzle would bring a big smile to a lot of guys faces!

As Wayne mentioned in his emails we have Fred Barabasz rejoining us, there has been a lot of balsa and foam buried in the paddock since he last flew with us, welcome back Fred.

Roy has been doing a great job with the members roster but he is sneaking off for a couple of weeks out of range from everybody, so make sure your bookings go through Wayne during that period so that the records can be kept flowing.

As you all know I have a close relationship with Dougy, (almost Siamese) he now tells me he has too many planes at his disposal so if anyone is looking for a bargain contact me on his behalf if you are interested in helping him reduce his squadron. Available are:-

H/King Slow Poke assembled by me never flown \$175

H/King Walrus ditto, has been flown, new motor and prop to be fitted on arrival \$75

H/King Spitfire With safety Rx and Tx hardly flown \$90.

All would make good trainers.

That's it from me, see you at the field.....Cheers Chris.

\*\*\*\*\*

## **General Flying**

The weather has not been so good this month but that hasn't stopped the regular, keen flyers at Lake Narracan. October is always windy but not usually as cold as it has been. We have been keeping within the Covid 19 rules and all has worked well.

Thanks to Roy White for running the system and keeping the records. 12 members have made use of the system which allowed the Club Members to keep active during the restrictions. Roy is holidaying at the moment & Wayne is running the system which we hope will soon not be required.



Above – Rex Mitchell has been delivering home made biscuits by RC buggy. A novel way to do it.

**Current Flying situation** – Good News for us all as of today. 29/10/20

This Information is from the DHHS website via the VMAA .....

## What outdoor facilities can open under Third Step restrictions?

Outdoor skateparks, playgrounds, and outdoor communal exercise equipment are open.

Outdoor sport facilities - such as golf courses, tennis courts and lawn bowl greens - can open if:

- people can exercise outside
- equipment is cleaned and disinfected between users
- no indoor facilities or shared facilities (except communal change rooms and toilets) are used
- people can keep at least 1.5 metres distance between each other
- groups must be limited to ten people, unless your household is greater than ten people.

More than 10 people can be at a facility if each group can maintain a reasonable distance from each other.

This means that there is no longer any need to book a place at Lake Narracan on our busy days. You can just show up. I think we will still need to know who attends just in case !

\*\*\*\*\*

**Now that we are coming into the warmer weather, first on site - please make sure that you open the container so that the Fire Extinguisher and Defibrillator are quickly accessible. All electric flyers should have an extinguisher with them.**

\*\*\*\*\*

**There has been no Indoor Flying due to the current Covid 19 Stage 3 restrictions which have not changed for us at this stage. (unless you are under 18yrs old.)**



Above- Dave Thiedeman had this large 70" span "Valiant 10cc " test flown and it went well. Powered by an electric .52 equivalent

**Don't forget if you use the rescue boat you must wear a PDF or life Jacket.  
You also need to know how to use the PDF lifejackets. If you don't know, ask !**

\*\*\*\*\*

<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 )

\*\*\*\*\*

## AGM

The 30<sup>th</sup> April was the end of the financial year for the Club. We would normally have had our AGM in June but that didn't happen due to Mr Covid 19. We have obtained a 3 month extension from Consumer Affairs but we will need another extension as the current extension expires on 1<sup>st</sup> December 2020. The current rules limit the numbers so an indoor or outdoor AGM is more likely to happen next year. We have a couple of Special Resolutions to put to the meeting and need to give at least 21 days notice to members and we can't do this until the current regional restrictions are lifted and we can have sufficient numbers for our AGM. The Victorian Government is hoping that we will all be on Covid normal restrictions by Christmas. Naturally we will keep members updated as things change or become known to us.

\*\*\*\*\*

## SOME RECENT LEARNINGS on SMALL PETROL ENGINES from Roy White

I have been flying small petrol engine planes for a few years now and have experienced plenty of issues with them! Most of these issues being caused by the additional vibration and heat of these engines when compared to smaller glow plug engines.

When I say smaller petrol engines I am referring to those between 20 and 50cc although some of my findings below could be relevant to larger glow plug engines (say above 10cc) or larger petrol engines (say above 50cc). (However, larger petrol engine planes generally have power distribution boards (often costing a few hundred dollars or more) fed by multiple batteries which mitigate many of the 'electrical' problems I've experienced).

### LOSENING AND LOSING MUFFLERS

I have had heaps of issues with mufflers coming lose and on one OS engine it eventually resulted in considerable pitting to the manifold and muffler. I'd tried all types of gaskets (including no gasket) silicons, loctite etc etc.

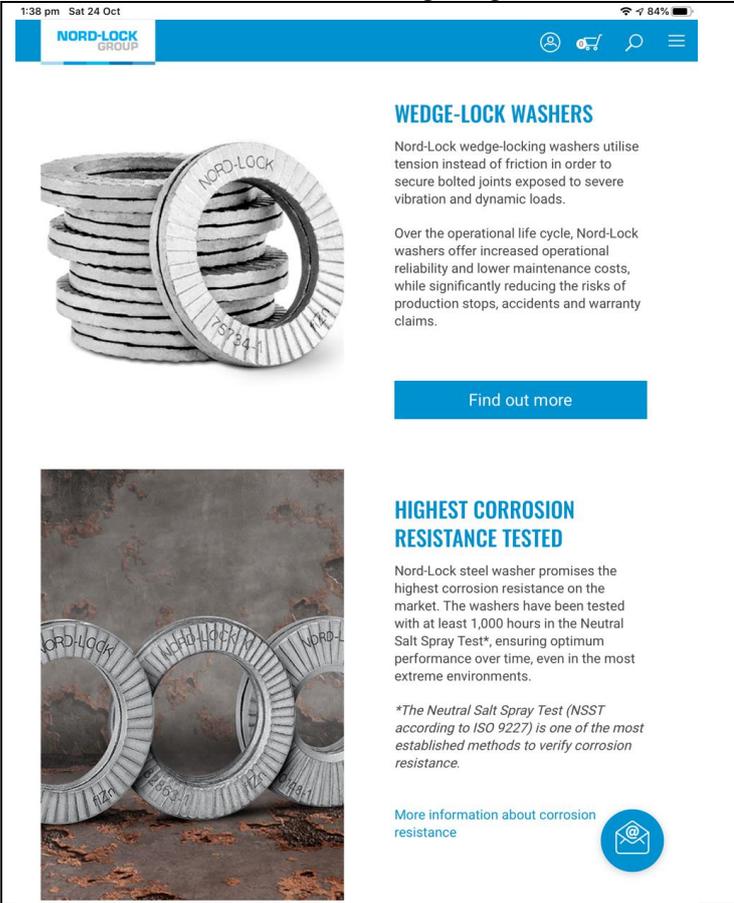
Although it would seem to be impossible; even drilling the heads of the muffler bolts and placing a stiff wire through the bolts to ensure they weren't turning still ended in a lose muffler.

The advice I got recently from DLE Australia for a DLE 35 (having a rear exhaust making them more susceptible to loosening due to additional heat build up) was to use no gasket (even though one is supplied), high temperature red silicon gasket maker (which I'd already tried), but with one seemingly small difference (which has worked so far!). That difference was to was apply the red silicon and finger tighten the bolts just compressing the silicon slightly, then leave for one day before tightening the muffler bolts fully and running the engine.

I tried the above on an OS GT33 also but it didn't work. So I searched the net for solutions and the consensus over many postings was to be use 'Permatex Copper Gasket Maker' (which is not recommended for petrol applications!) and/or 'Nordlock Washers'. I have used both combined with success to date. I am very impressed with the Nordlock washers which I think would have many applications where there is heat and vibration.

Nordlock washers can be bought at model shops for \$10 plus each! or Blackwoods for \$2.50 ea.

Interestingly the instructions for use of the Permatex Copper are similar to the instructions from DLE above, finger tighten and leave for an hour before full tighten.



**WEDGE-LOCK WASHERS**

Nord-Lock wedge-locking washers utilise tension instead of friction in order to secure bolted joints exposed to severe vibration and dynamic loads.

Over the operational life cycle, Nord-Lock washers offer increased operational reliability and lower maintenance costs, while significantly reducing the risks of production stops, accidents and warranty claims.

[Find out more](#)

**HIGHEST CORROSION RESISTANCE TESTED**

Nord-Lock steel washer promises the highest corrosion resistance on the market. The washers have been tested with at least 1,000 hours in the Neutral Salt Spray Test\*, ensuring optimum performance over time, even in the most extreme environments.

\*The Neutral Salt Spray Test (NSS) according to ISO 9227) is one of the most established methods to verify corrosion resistance.

[More information about corrosion resistance](#)



**Permatex**

**ULTRA COPPER**

ADVANCED FORMULA

Maximum Temperature Gasket Maker

Creador de Juntas de Máxima Temperatura

High Temperature & Performance Applications

Ideal for Exhaust Gasket Repair

Sensor Safe

NET WT. 3 OZ. / CONT. NET. 85 g

## VIBRATION AFFECTING BATTERIES, SWITCHES AND RECEIVERS

This is the other main problem I've had with small petrol engines. It's not actually the batteries and switches themselves that fail, but the wires external and integral to them. The break of the metal electrical wire is usually inside the plastic coating so nothing is noticed until you have a loss of power (and of course if this happens in the air and power is lost to a receiver it's all over red rover!).

To avoid loss of power to receivers from batteries and switches the solution ( I suppose not too surprisingly!) is to run dual batteries and switches, I was surprised however, to find that Spektrum actually recommends this. The two below are extracts copied directly from Spektrum's Web site:

### “DO USE A SECOND BATTERY ON YOUR MOST VALUABLE AIRCRAFT”

While all Spektrum 9-channel-and-above receivers have multiple battery ports, you can actually put multiple batteries into any Spektrum receiver. Simply choose two batteries of the same size and capacity with two switches. A common misconception is that one can hurt the receiver with too much current. Wrong. They'll handle over 30 amps. By using 2 batteries, you halve the current on the battery connector, which is the weak link in the system (the reason our engineers developed the AR9100 and R1222 receivers).“

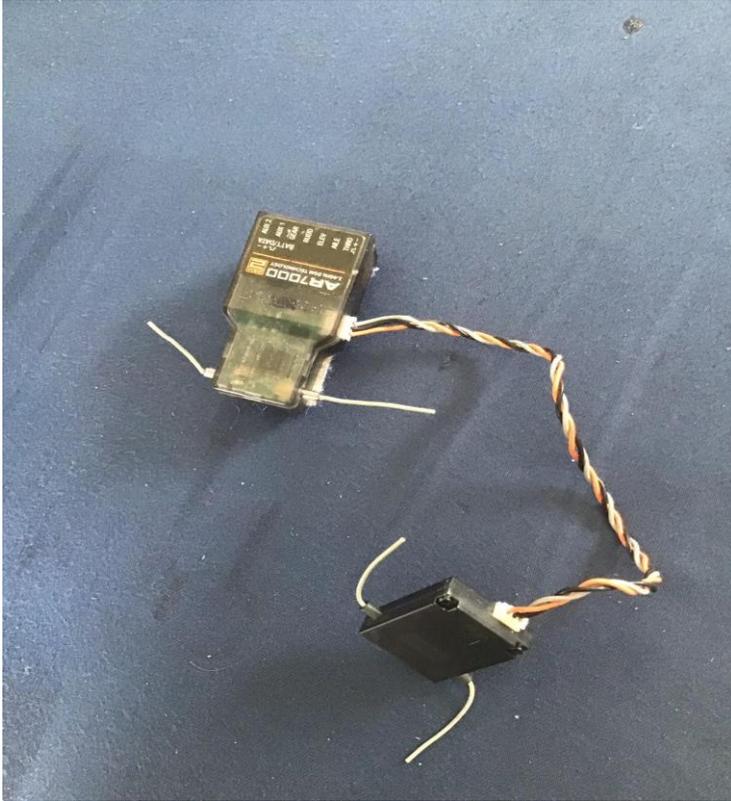
“If you're using a single battery, consider using a second battery of identical size / voltage/ capacity. You can plug a second battery into any of the Spektrum receivers in an open port.“

Please note that the same applies to other receiver makes, I highly recommend viewing this Utube: <https://youtu.be/Y6ak81GgVOY>

Another thing I'm doing is moving away from NiMh battery packs to Life and LiPo, primarily as these have heavier duty wires. In general (but please check for your specific components) 2S LiPo (7.4V) are ok for both receivers and ignition systems, but are considered ok only for 'high voltage servos'. 2S LiFe (6.6V) are ok for receivers, ignition systems and servos, but some servo manufacturers still only warrant servos for 6V max. Of course a Ubec or the like can be used to reduce the voltage of batteries.

The receivers just lose their aerials (!) per the picture below and again I have found the solution to this on the Spetrum Web Site ie:

Below - Normal



With lost/broken aerials



Above - Tubing fitted to aerials

“DO CONSIDER PUTTING A PIECE OF CLEAR TUBING, OR FUEL TUBING OVER THE RECEIVER ANTENNA”

It's a good practice - it keeps the antenna straight and won't interfere with the operation.

Two other receiver things of interest from the Spectrum Website are: - They recommend locating remote receivers as far away as possible from the main receiver (even though Spectrum only provide you with a few inches of connection wire ( I suppose to make you buy extensions!)

They don't recommend servo reversing leads, I have found in the past these are trouble. (Using 2 separate channels is a better option).

One other thing that may be of interest; it's quite easy to replace missing aerials to a Spectrum receiver. Please contact me if you want to know more about this.

## TWO LAST THINGS

Of course it goes without saying; even before considering any of the above mitigation measures, that all efforts should be made to reduce vibration by prop balancing etc and reducing heat build up by engine cowl ventilation etc.

Our new club member Fred (who has had some experience with petrol engines) recently advised me to use high octane fuel rather than standard, (whilst I haven't noticed this recommended elsewhere) I have just started trialling and it looks promising.



Left – Ted Knowles from Warragul has put together a Phoenix 2400 glider.

\*\*\*\*\*

## 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 .

\*\*\*\*\*

**As the weather warms up please keep an eye out for SNAKES, especially when you are in the paddock retrieving a model and wear proper footwear, not thongs**

**Current Fuel Situation** – If you need Nitro Fuel see Roy who is keeping some 4 lt bottles of 10% fuel in the Container. Toyworld has given us a good price for buying in bulk so 10% nitro is \$44 for 4lts from the Container. That's 20% off RRP. If you want to transfer the money here are the details:

BSB 063530 Account 10029601 Account Name: Roy White

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.

Failing the above you will need to get the Fuel directly from Toyworld in Traralgon. Normal price is \$55 for 4lts but if you remember to take your Club ID card to Toyworld Traralgon you can get your 10% discount. ie \$50 for 4lts.

\*\*\*\*\*

***Sausage Sizzle Roster..... All Sausage Sizzles and social gatherings are cancelled until further notice as per recommendations by higher authorities.***



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.**

**Keep up to date with the VMAA & MAAA updates !**

**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.**

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.