



# ***VicScale***

The Bi-Monthly Newsletter  
of the  
*Victorian Flying Scale Aircraft Association*



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OR ITS GENERAL MEMBERSHIP.**

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### **2010-2011**

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## **GENERAL MEETINGS**

These are held on the  
**FIRST THURSDAY**

of the

**EVEN MONTHS**

at

**1 Gardenia St.,  
BLACKBURN**

(The Field Naturalists Club of Victoria)

**commencing at 8.00pm.**

**WEBSITE: <http://vfsaa.org.au/>**

## **COMING EVENTS**

### **FEBRUARY 2011**

06 Sunday

Sportscale/ARF

Ballarat

13 Sunday

Sportscale/ARF

Lilydale

27 Sunday

“Monty Tyrell”

P & DARCS

### **MARCH 2011**

05 Saturday

Sportscale/ARF

State Field

13 Sunday

Sportscale/ARF (re-scheduled)

Greensborough

### **APRIL 2011**

03 Sunday

Display Day

Ballarat

09 & 10 Friday/Saturday

VMAA Trophy

State Field

15 & 16 Friday/Saturday

Victorian State Championship

P & DARCS

### **MAY 2011**

07 Saturday

Sportscale/ARF

State Field

21 & 22 Friday/Saturday

Autumn Scale Rally

Twin Cities

### **JUNE 2011**

11 & 12 Saturday/Sunday

VicScale Trophy

Shepparton

# **MINUTES OF THE DECEMBER GENERAL MEETING**

**GENERAL MEETING:  
OPENED 8.05pm**

**2 December 2010  
21 MEMBERS PRESENT**

**Apologies:** Noel Whitehead, Barrie Reaby, David Law, David Anderson, Darrell Whackett.

**Previous Minutes:**

Minutes of the General Meeting on 7 October 2010 were read.

**Matters Arising:**

**Correspondence In:**

VMAA Minutes: approval from the VMAA for the use of the state field for 3 Sportscale events: approval from Ballarat, Lilydale and Greensborough for Sportscale events: approval from P&DARCS to run the State Championships over Saturday and Sunday 15/16 April 2011.

**Correspondence Out:**

Applications to Ballarat, State Field, Lilydale and Greensborough to run Sportscale events and to P&DARCS to run the State Championships.

**Treasurer's Report:**

Balance as at 2.12.10 is \$3,981.33cr. 58 financial members.

**General Business:**

**John Lamont** spoke about poor attendances at events and how we were getting flak from some clubs because of it. John asked the meeting for suggestions as to what we should do to improve attendances.

**Lew Rodman** suggested different types of things, i.e. novelty events and that we should advertise the events more.

**Keith Birney** spoke about Shepparton's attitude to people using the field for competitions. He is trying to organise invitational events in the area.

**Gary Sunderland** spoke about attending events; members should turn up, even if the weather does not look good and we should organise more Scale Rallies.

**John Gottschalk** suggested that we should have a "get together", at least once a year. Also, that we should try and organise a speaker on modelling subjects and go to clubs and give talks on Scale Modelling.

**Gary Sunderland** spoke about the event at Temora; how windy it was and how very bad for flying.

**John Lamont** congratulated Keith Birney on the Newsletter.

**Many thanks** to **Frank Singh**, for the supper.

**Meeting Closed at 9.00pm.**

## SHOW & TELL



### Gary Sunderland

(Club: Bacchus Marsh M.A.A. Inc.)

Model: Nieuport 27, 25% scale)

Gary brought his model back to discuss his experiments with a different covering method. This time, he is adapting Eric Coates' system by using silk over Koverall – rather than silk over tissue – but still using his “dry silk + dope” technique. He has applied two coats of nitrate dope to the Koverall and a further two coats to the silk. Giving a very strong covering, with less risk of distorting the structure.

Gary, also, brought his 9-cylinder dummy engine (which I, somehow, managed not to photograph!) which uses 25% scale Williams Bros. cylinders on a 40° base made using a flexible silicone mould and epoxy resin. A similar technique could be used for 5 or 7-cylinder engines.



### Frank Singh

(Club: Croydon A.C.)

Items: Dynamax & Stumax EDF units)

Frank brought 2 EDF units:

1. This was an Extreme RC alloy shroud which housed a 127mm Dynamax rotor on an Extreme RC hub. The motor is an HET Typhoon 700-980-670kv inrunner and the power source is a 12s LiPo battery pack. This combination is designed to produce 4,100+Watts @ 97 amps and 25,000 revs to give 14+lb (6.35 kg) thrust.



## SHOW & TELL (Continued)



2. The second item was a Stumax 9045, 90mm, fan unit using an HET Typhoon 700-68-1200 motor powered by an 6s LiPo pack. This combination gives 2300+Watts – 77 amps – 31,500 revs – 8.2+lbs (3.75kg) thrust. These units were developed in Australia by Stuart Maxwell after he got bored with designing World Championship winning pylon racers and the process involved the use of Computational Fluid Dynamics Analysis (you know that I don't have a clue what this means – but it reads well!).

Apart from being different sizes, these units differ in some fairly fundamental ways. Firstly, the Dynamax unit can be regarded as a “tractor” unit (with the rotor being at the front of the housing with the motor behind it) while the Stumax is a pusher with the motor situated inside the stator housing which is designed as a heatsink. Also, the Stumax is a hand-made unit, including the fan, which makes it considerably more expensive than the more mass market Dynamax.

## LETTERS

Subsequent to the publication of VicScale 11.6 and the article by Anthony Mott on his modifications to the CMPro Cessna 182, I received a couple of emails from Jim Brennan which may be of interest.

10.55AM 27/11/2011

Hi, guys,

Was interested in your article about Anthony Mott's CMPro 182 Cessna. I also have one, which I purchased after some research. I found that the outer wing panels were only butt glued to the inner panel. Two club members had wing failures, one in flight. The other major concern was the very weak engine and nose wheel mounting.

I stripped off some wing covering and used a fibre glass bandage on the wing joins and recovered with Solar film.

The front bulkhead was re-enforced with ply inserts and a Dubro shock strut used on the nose wheel.

At just over 5.5kg, the model is powered by an Enya .90 FS that, incidentally, I purchased off Anthony nearly 30 years ago. Flies very well and is capable of loops and rolls from level flight on little more than half throttle. Has me beat why a 1.20-1.40 FS is called for by the manufacturer. I hope Anthony is aware of the wing fault, which can be confirmed by looking inside the wing at the aileron bay.

Regards, Jim Brennan.

11.15AM 27/11/2011

Hi, guys.

Nearly forgot the other fairly serious defect with this kit. The system and parts supplied to actuate the rudder and elevators is absolute rubbish on both counts. Substantial mods were required to fix this problem. Also, I have had another nearly disastrous incident last week when the attachment of the supplied rudder pushrod crumbled to bits in flight and left me with no rudder. Fortunately, the surface faired in flight and did not compromise control to any great extent. The plastic inserts for attaching the wire extensions was found to be extremely brittle and fell to bits from normal airframe vibrations. Have since made a new pushrod from dowel and will also be replacing the elevator pushrod before further flight.

Regards, Jim B.

## **EDITORIAL**

**Editor: Keith Birney**

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Last issue, I mentioned that I had, fairly recently, joined the Antique Aeroplane Association of Australia and there are probably some who think that this was a rather strange move as I don't own a full-size aircraft nor do I fly them.

However, over my protracted, 20 plus year, journey to become involved in the discipline and process of making and flying replicas of existing – or extinct – (full-size) aeroplanes, I became less and less interested in the idea of building “a Spitfire” or “a Tiger Moth” or a “Cub” and more interested in replicating particular aircraft and especially ones that had a story (even if only of interest to me).

This forced me to refine my interests and also to find some means of authenticating my replicas.

Many military aircraft are, relatively, easy to authenticate because of service record keeping, a myriad books on various aircraft and those who flew them and availability of plans and other information. The biggest disincentive for me is that there are so many models around – many dubious – and the interesting ones require greater building skills than I am likely ever to possess.

If not “Warbirds” (sorry, but I think that a really silly term – another reason for not building them!), then it must be “civil” - Oops! The worms have got out all over the place!

One idea – in the early 90s – involved Formula 1 Racers – Cassutts, Midget Mustangs, et al – built to 1/3 scale and .90 FS powered. Egged on by my late lamented friend Lloyd Dippel, we evolved a racing class which handicapped according to the model's F4c static score – the worse the static score, the greater the handicap. (Anyone interested, I still have the draft regs. - but I have moved on.)

Pass on a few years and I decided to try replicating Dick Nell's Stampe SV4A, VH-BVU, which lives at Goulburn (still a live project but interrupted by my hand problems). Met Dick about 1983 at an airshow in Cooma, NSW and again in 2010 when he was generous enough not only to wheel out 'BVU and let me take a heap of detail photos, took me for a ride in his RANS Coyote but, also, offered a flight in 'BVU (this I had to refuse – the state of my legs and back made this impractical).

This made me start to think about “the NEXT project” and I realised that there are precious few models of current, Australian registered light aircraft; mainly because information appears sparse. Then, I found the AAAA – lots of aeroplanes, owned by lots of nice friendly people, many of whom would love someone to make and fly a replica of their loved “whatever”.

To top it off, most of the aeroplanes have interesting stories to go with them.

I've rattled on enough for this edition (didn't know what you had let yourselves in for, did you?), so I'll introduce one of those aeroplanes and a tiny bit of its story:



Aeronca "Champ" VH-IDH

Owned by Ian D'Arcy Harvie, from NSW, and imported by him from South-West Africa as a "basket case" and restored. This is the bare bones of a most interesting tale which I hope to record in the not-too-distant future.

Finally, the front page has gone from fighters of different eras to post-WW2 homebuilts from different Continents – Anthony Mott's Druine "Turbulent" and John Lamont's "Spacewalker".

Have lots of fun in 2011!

# **NEWSLETTER**

**VFSAA Inc.**

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