

Issue 473

February 2014

Victorian Association of Radio Model Soaring



Victoria's Home of Model Soaring



Cover photo:

A busy day at The Point, Camperdown

Photo by Stehl

Next Meeting - 14th February VARMS Glider Field

All up foamie comp. First Launch around 6:15pm.
Please fit 100meter height limiters if you have one.

**Wednesday at VARMS Field – The 3 F's night
Fly, food, fix**

7th March - Deadline for next edition



Welcome to 2014, those that I haven't seen this year. There has been plenty happening already this year. I will tell you about my aeromodelling stuff, and also about the interesting committee meeting we had to get the year going.

Over the Christmas / New Year period I was up at the Nationals flying Free Flight, and as I was the CD as well, I was fairly busy. I hung one rubber model on a fence, and another in a tree, so I gave up on that. Open Power was another story, the model was "on rails" all day, and the others made the mistakes, so I had a solid win. I also maxed out with my Vintage Glider, held on a very nice day with a few thermals that came along at the right time for me (had a few long retrieves that day). I also had a good time at the indoor events, but there were not many flying indoor. Speaking of low numbers, the glider events were cancelled for lack of competitors, this the event that had 160 starters at the Geelong Nats in about 1974, more than all the other r/c events put together.

I also bought a Taranis Radio, an interesting experience, made a lot easier by some other members that already have one.

OK, to the Committee Meeting.

- We vetted 4 new members, a positive sign. Welcome aboard to those new members.
- John Gottschalk came along and talked about the social night he wants to hold at the Knox Club in July. We tossed around a few ideas, and came up with a plan, that would see the club pay for the venue, and the members pay for food and drinks, plus a small amount to offset the venue cost. Let's get behind him, and make it a great event.
- Then we discussed "P" plates, more correctly how to remove them. Tim Morland has a plan, and he will discuss it at the next meeting
- Max Haysom discussed the drinks in the fridge. Actually, the fact that the money is always short, sometimes by a huge amount. I'm guessing the drinks will come to a halt, as we need to make a small profit, not a huge loss.
- Total Fire Ban Days (this report is being done on a day of huge fires all over Victoria). We decided, after much debate, to rely on our members being a bit careful, and not flying when the wind comes up, especially on days of Total Fire Ban.
- And that leads to dead Lipos, and their disposal. Nup, you don't just throw them in the bucket near the tap.. If you have a suspect Lipo, you are expected to dispose of it properly. Return it to a battery supplier (or Battery World)
- We are looking at prices for a hot water supply (dishes Temp)
- We talked about faulty club badges. Bring them to a meeting, and Tim will replace them.
- Hosting a Hobby King event ... Mixed feelings, more info being sought.
- Some other stuff. We have a soaker hose for the strip. The idea is, to run off the tap while people are at the field, and off the tank water the rest of the time. It would be nice if all members helped with this policy, I'm sure I'm not the only one to benefit from grass on the runway, instead of dust !

And a couple late reminders....

- Our open day on March 16, help and ideas. See Peter Cossins
- Scale Aerotow on Feb Sunday 23rd at Ballarat

Club Meeting

Feb Friday 14th Feb, Twi Fly and "esky Cup Comp, weather permitting, and maybe a bit of night flying after the meeting.

See you at the Field

Flying Event Calendar			
Name	Date/s	Location	Further Info
General Meeting	14/2/14	VARMS Glider Field	VARMS
Foamie All Up (6.15pm)	14/2/14	VARMS Glider Field	VARMS
VARMS Training (10am)	16/2/14	VARMS Glider Field	VARMS
Open Thermal #6	16/2/14	Diggers Rest	RCGA
Scale Aerotow	23/2/14	Ballarat	dmalcman@hotmail.com
VARMS Training (10am)	2/3/14	VARMS Glider Field	VARMS
Scale Aero Tow	2/3/14	Dog Rocks Road	GMAA
F3K #7	2/3/14	Milang (SA)	RCGA
Scale Aerotow (midday)	8/3/14	VARMS Glider Field	dmalcman@hotmail.com
Open Thermal #7	8-9/3/14	Armidale	RCGA
General Meeting	14/3/14	VARMS Glider Field	VARMS
Foamie All Up (6.15pm)	14/3/14	VARMS Glider Field	VARMS
VARMS Open Day	16/3/14	VARMS Glider Field	VARMS



Dust off your Easy-Glider, Radian's and Radian Pro's

All up foamie comps will be running prior to the February and March

General Meetings First launch around 6:15pm.

Please fit 100 meter height limiters if you have one.

A VARMS social event is being planned for Saturday 29th March 2014 at the KNOX CLUB, Cnr Stud & Boronia Rds, Wantirna. Projected cost of only \$30.

Some VARMS founding members will be invited and will be introduced on the night

John Gottschalk will address the members as part of the February General Meeting.



Meeting commenced 20:10

New Member: David Burville
Apologies: Tim Morland, John Cott

Minutes of the November meeting as published in Aspectivity were accepted. Moved by Robert Kassell seconded by Keith Schneider

General Business

- David Sheehy has obtained a quote for installation of a weather station mast @\$500. There was general discussion and questions from members regarding the weather station and remote access. Colin Collyer read a letter from a member who suggested that there were other projects of higher priority than a weather station. Those present agreed that following projects should take precedence:
 - I. Sealing the concrete floor
 - II. Increasing the capacity of the charge bench (Anthony Peate volunteered to assemble another charging station)
 - III. Installing a range hood over the BBQ
- Installation of a hot water system for tea/coffee purposes was not considered necessary.
- Paul Van Tongeren is having good success with his 5th generation Core Flute electric models. As part of the Wednesday Fly, Fix, Food evenings on 15/1 & 22/1 Paul will run a workshop explaining how his models are constructed from this material.
- Max Haysom had a special deal on limited quantity club polo shirts \$30 and caps \$12
- John Gottschalk suggested a social evening for members and partners at the Knox Club in March 2014. John will have further details on the New Year.
- Peter Cossins advised the club display day will be on March 16th, 10:00 – 16:00. Volunteers to assist with preparing for and running the day will be required. Some of the tasks to be filled include: First Aid Officer, Food Manager, Parking Assistants, Models for Static Display, PA transportation and setup, club house clean up. It was suggested we need 6 toilets for the day. Flying on the day is by invitation only. Preliminary publicity flyers are available for members to distribute.

Treasurers Report

We made \$797 from the Bunnings BBQ day. Thanks to all who helped on the day. The term deposit has been re invested for another term.

Secretary

Correspondence in:

- VMAA approval of March 2014 display application subject to submission of a risk assessment.
- Minutes of VMAA executive November meeting

Presidents Report

Colin thanked all who have contributed to the successful running of the club during 2013, with special thanks to the mowing team and to Ian Slack who is always willing to help where needed.

Event Reports

- David Sheehy no VARMS trophy last month it will resume in Feb 2014. Geoff Trone is the 2013 VARMS trophy winner.
- Danny Malcman thanked the tug pilots for their support of the scale aero tow events during the year. The Bendigo event on the weekend 30th November & 1st December was a great success and will be an annual event.
- Alan Mayhew won the last Open Thermal duration event in very difficult conditions.
- On Wednesday 18th December there will be a 1/2A Texaco Challenge at the club field
- Ian Slack advised there will be a break from training in January, back as normal from February 2014

Show & Tell

- Alan Mayhew showed the Prego electric version wing under construction which is using carbon tube spars and aluminium aileron torque rods.
- Alan also showed us the nearly completed electric Golden Gull. The Gull has taken a back seat to the Prego in recent months but will be in the air very shortly
- Andrew Allen showed his 2013 scale project a Fauvel AV48 motor glider which is nearing completion. Model is 2.4m span and will use Hyperion 3020-08 for power.

Prizes

Max drew member's numbers from the barrel for a selection of donated prizes. Winners were: Charles Mahle, Simon Messer, Keith Schneider, Bruce Perry, Robert Kassell

Meeting closed 21:25



For those Camperdown afficianados, it is the end of an era. The caravan park caretaker, John and his wife have left the park in preparation for John's pending retirement from civic duties. John has been a great supporter of R/C activities at Camperdown. We wish him well in th next phase of his life.

Please send articles & photos for publication to
editor@VARMS.org.au

Classifieds

For Sale

Make	Model	Span	Comment
Graupner	Mini Nimbus	3.5 m	Original. Sheeted wings, glass fuz
CMPPro	Discus CS	2.6 m	New in box. Sheeted wings, glass fuz
Modellbau Wantische	L.S.V.	2.5 m	V-tail kit in box. Epoxy glass fuz, canopy, built up wings
Modellbau Wantische	Orlice VSB 66.5	3.4 m	V-tail kit in box. Epoxy glass fuz, canopy, built up wings
Fliteglass	Bolkow Pheoebus	2.6 m	T-tail part kit. Epoxy glass fuz, canopy, wing ribs
Kyosho	Sky Coast II	1.9 m	Glass fuz, canopy, complete built-up kit in box
Radio Sailplanes	Wildfleckle N	3.65 m	New in box – glass fuz, canopy, build up wing complete kit
Veron	Cobra 17	3.1 m	Original in box – glass fuz, canopy, build up wing kit
Model Flight	Dassell	2.2 m	Glass fuz, foam cores, fittings etc in box. Copy of World Speed model
Model Flight	Martini	2.5 m	Glass fuz, foam cores, fittings etc in box. Thermal model
Pricerite	Mazer Mk II	1.7 m	Aerobatic, sheeted foam wing, built-up fuz, New in box
Aeroflyte	Brolga 2	2 m	Original built-up kit still in cellophane
Presicion	Thermal 73	1.85 m	EZ built kit. Thermal model
Pilot	Divine Wind	1.65 m	Original slope aerobatic, built-up wing kit
Spectrum Mouldings	Virgo	1.85 m	NZ fully aerobatic. White glass fuz, sheeted foam wings based on Ridge Runner
Windrider	Bat	1.37 m	Flying wing. Moulded foam ARTF slope model in box
Kyosho	Libelle	2.7 m	Scale. Original in box. White ABS fuz, built-up kit
Craftair	Drifter	1.83 m	Built-up thermal kit
Hobby Shack	Saracen	1.83 m	Flying wing. Foam cores, built-up fuz
Hi Flite	R O 8	2 m	Original built up thermal kit
	Kestrel	2.95 m	¼ scale, 2 glass fuz's, No Canopy
	ASW15	3 m	Glass fuz, plan

Models are based in Traralgon and will need to be collected. Seller is away all of March so get in quick!

Please call Graeme on 0438 597 723 or email gjblackman@bigpond.com

For Sale

Southern Sailplanes Ricochet kit (complete)	\$100 OBO
Dynaflite Talon (50" span slope kit)	\$20

Please call Mark Bishop on (03) 9853 7440 or 0403849117



VARMS Field Open Day

Radio Controlled Model Aircraft Display

Sunday March 16 , 2014 10AM - 4PM

Knox Recreational Precinct

George St. Wantirna South

(Enter from High St Road)



Come and see

- The new Club House and Flying Field
- Large scale glider aerotow
- World Championship high performance thermal glider
- Mass foamy launch competition
- Amazing high powered electric launch glider
- Discus launch demonstrations
- Limbo competition
- Internal combustion aircraft
- and much more

Food and drinks available

Ample car parking - free entry

Please send articles & photos for
publication to
editor@VARMS.org.au



Notifications of aerotow dates and matters relating to aerotow operations are regularly emailed to those who are already on our "mass mail out" email list. If for any reason you are not receiving these notifications and wish to be added to this list, then please email me your email address and you will be included in the mail outs.

Your email address will be hidden from other recipients since all will be sent out as Bcc (Blind Carbon Copy)

For the sake of our members who do not have internet connection, below are the Scale Aerotow dates for the remainder of this year (2013).

So please jot these dates in your calendar for future reference.

January 11 th	VARMS scale aerotow
February 8 th	VARMS scale aerotow
February 23 th	Ballarat scale aerotow (Sunday only)
March 1 st - 3 rd	(Labor Day) * Not Allocated (good weather)
March 8 th	VARMS scale aerotow
April 5 th	VARMS scale aerotow ***
(April 12 -13 th VMAA Trophy)	
April 18 th - April 21 st	Jerilderie scale aerotow (Easter)
April 25 - 27 th	JR Aerotow Warracknabeal (Anzac Day) **
May 10 th	VARMS scale aerotow
June 14 th	VARMS scale aerotow
June 9 th	(Queens Birthday) * Not Allocated (cold weather)
July 12 th	VARMS scale aerotow
August 9 th	VARMS scale aerotow
September 13 th	VARMS scale aerotow
October 11 th	VARMS scale aerotow
November 1 st - 3 rd	Cobram scale aerotow (Cup Day)
November 8 th	VARMS scale aerotow
November 22 nd - 23 rd	Bendigo (Raywood) scale aerotow
December 13 th	VARMS scale aerotow

* Not Allocated

** Not Confirmed

***First Saturday due to conflicts with other events

My email address is dmalcman@hotmail.com

Please send articles & photos for
publication to
editor@VARMS.org.au



NATIONAL ELECTRIC “1/2A“ TEXACO TEAM CHALLENGE

It's on!!!

22,493 points, or if you like, **6 hrs, 14mins, 53 secs**

This is the aggregate score, or flight time, of four 1/2A electric flyers, on behalf of the joint SAM 600 and VARMS supported Victorian team. Their best three flight times averaged 31 min 14 sec per flight.

After much waiting through the spring winds of October and November, we were finally able to see a possible window of reasonable conditions for the 18th of December, and it came to fruition that on the day, eight team members were able to assemble at the VARMS Field in Wantirna South, a south eastern metropolitan Melbourne field. Once the field was clear for glider flying at 12.00pm, we were able to use quite good thermal conditions for an hour or so, until the sea breeze kicked in for the main part of the afternoon, however by 5.00pm the thermals were back, and some good flight times were again achieved.

Flying saw various eligible Old Timer Designs (pre December 1948, built and flown to the MAAA National Electric 1/2A Texaco rules) take to the air. Stardusts, Lanzo Airbornes, Bomber, Red Ripper of some 340 to 380 sq. inch WA with a nominal flight weight of around 12 to 14 oz, all flew utilising the mandated 2S 460 mAh battery.



Great flight times were achieved, with Alan Mayhew having the single best flight time of 49 min, 59 sec, and Colin Collyer, the best overall score time of 1 hr. 49 min 38 sec (combined time for his longest three flights). Magic to see what talented thermal flyers can do with such simple planes built to vintage designs. All had a great time, with much banter, frivolity, camaraderie, and a quiet social time, to complete the day.

The issue now, is to not only see who can break the magic one hour flight time, but more importantly, what other state or international team can beat this score???????



The January aerotow once more proved to be very popular with a good number of participants on a sunny Melbourne day. I saw at least three scratch built Woodstock's and five ARF Seagull KA8b as well as several very good examples of other scratch built models demonstrating the building skills in our midst.

It was especially good to see two of Barry DeKuyper's models in the air.

I have received positive comments from several people, praising the high standard of our aerotowing operation, so this is a compliment to all of us, especially our tow pilots and the volunteer flight marshals.

At this time of the year is best to put all our building projects on hold for the winter months and spend more time outdoors flying anything you can lay your hands on. The above is the best medicine for myself and anyone else who may have dented a model or bruised their ego, as nothing else will improve your flying skill, not a new super more expensive computer radio or even a supposedly "more suitable" new model, just spend more time flying what you have.

Make your air time purpose full, by firstly identifying the area where you need to improve, it may be finding thermals, or coordinated turns, but as for most of us, the landing has to be the pinnacle of our art.

There is lots of good material already written on this subject like by; Chris Williams "Landings you can walk away from"; <http://www.scalesoaring.co.uk/Articles/Articles/Landings.htm>

At VARMS we have a very long and wide runway (compared to what other clubs have to contend with) but it still takes a lot of practice to land in the middle of the strip every time. The main areas of difficulty are, (a) good preparation and (b) knowing where the far edge (west) of the runway is, without taking your eyes away from your model.

For both (a) and (b) nothing can substitute the practice of doing it again and again in all wind conditions. Point (a) preparation for landing, requires a 'back to basics', strict routine and it is best to adopt the practice used to teach to fly powered models, "The Rectangular Landing Circuit" with distinct legs of; Cross wind, Downwind, Base leg and Final, all initiated with 90 degree turns followed by the strict practice of leveling the wings in each section, (no sweeping turns allowed), the key word is discipline.

If the model has a motor, this can be repeated several times without touching down, the secret is to be at the correct height and reduced engine power about half way along the 'down wind' leg.

The final point is that although we have strict boundaries on the north and east sides, there are no boundaries south and west, so there is lots of room to land on the grass, off the runway, in case of multiple simultaneous glider arrivals.

Keep on having fun and continue to enjoy this fascinating hobby of ours.



So: 2013 is behind us, and may the windy and cold weather be gone too. Danny thought we would have a January aero-tow this year: that is, no Christmas/New Year recess. What a good idea. Good on you Danny. You may have already guessed that we had a great day. However some certainly had a better day than others. I remember watching two apparently terminal arrivals. The first shortly after take-off, the next, during preparation for landing. Never a good thing to see. However, most had a good time, and I dare say, will be back for more.



*This is the business end of a Scheibe Loravia Topaz.
Different in a good way.*

At times, the aero-tow queue stretched from the runway, most of the way to the club house. There were perhaps as many as 16 gliders participating, as well as the three tugs. Things are good at the moment. Busy busy busy. New models were there too. Gary Mac's brand new and previously unseen type "Scheibe Loravia Topaz" came out to play and flew very well. She looked good on the ground and in the air and survived the day comfortably. Congratulations Gary!

Richard Birmingham had a maiden flight of his very nicely finished Woodstock. From what I saw of it in the air it flies very well, and was guided capably by Richard. I watched the Woodstock put together a lovely approach and landing onto the runway from the North East corner of the field.



*What a neat little unit. Woodstocks are sweeties.
Good on you Richard!*

Someone mentioned to me that there were 5 of the little yellow ARF K8s on the field. Say what! Now that's a photo I've got to organise: 5 identical aeroplanes isolated from the rabble and impressing the world with their numbers. And then, alas, but couple of minutes later: there was only four. Commiserations Phil!

Some K8s waiting patiently for a tow.



The Morland-Peate tug did OK, that is until the rudder hinges ejected themselves out of the fin! In flight! Rats. Anthony did a great job of getting the beast down. A quick visit to Bunnings got some good epoxy (or so we thought). A permanent fix was not intended, just a repair to get us safely through to the end of the day. We wanted to do some serious aero-towing (for a change). So the Morland-Peate tug managed to do another 5 aero-tows before those miserable hinges came out again. What?! It is now four days later and the puddle of that lousy epoxy that I mixed on a piece of plastic at the field has still not gone hard. Utter rubbish. On the plus side our errant little tug accumulated a new record for the number of launches in a day. Nine. The "Tiger Cub" as she has been informally christened, once more displayed ample aero-tow capabilities. It's also great to watch the wheels dancing under the fuselage after landing! My influence over the undercarriage has improved things in that department considerably. The numerous undercarriage failures we've had due to inadequate welding during manufacture seem to have been overcome. No undercarriage failure today! Thank goodness. Oh yes; the rudder hinging is of course, in for a complete revision.

Today, the Foka had a turn: because she is a very nice glider to fly. Light, forgiving, placid. 4.5 metres of glider that only weighs a touch over 6kg means that the aircraft has very uncomplicated flying characteristics. When she collides with some lift, the rate of climb can be very fast. You see, her light weight allows me to fly her very slowly. With gentle flying I can get 15 minutes off the top of an aero-tow in dead air. After launch, I took her away to the west, where the lift appeared to be. I was pleased to see that clouds were everywhere and that visibility could not have been better. What's more, the air felt good. A nice high flight appeared to be a distinct possibility. Off we go. West: past the far boundary of our field (not over the soccer field!). She went away for nearly half an hour and got some good height. However during the flight, the cloud gradually migrated further and further north. The lift for this particular flight seemed to be at the interface between the cloudy sky to the north and the blue sky to the south. It didn't seem to matter where I flew, if I was under cloud, I stayed up. I headed south a few times to stay over the field and get away from High Street Road and repeatedly found that the buoyant air was still there. An easy flight. However the clouds continued their northward march and following them was eventually out of the question. Heading south again, I found that under blue sky there was no lift anywhere. I mean, I flew everywhere looking for it. So gradually, down she came. Oh well.



Another shot of Gary's colourful Scheibe. Oops, somebody's Foka 5 is in the foreground.

There was another maiden flight (of sorts). Anthony flew his newly acquired Grunau Baby. Previously this aircraft belonged to Barry de Kyper. It's a nice aeroplane. I believe all yellow aeroplanes are nice aeroplanes. However, Anthony tells me that this particular aircraft seems reluctant to thermal, which was a surprise. Hopefully it was just the prevalence of blue sky that was the problem. Time will tell.

Anthony's Grunau nice and yellow. The queue almost reaches the car park.



Andrew Allen's Schnieder ES-65 Platypus had a few flights too. This is another nice aeroplane: even though it is not yellow. It's similar to Gary's Scheibe. It is one of a kind. A scratch built, beautifully finished model complete with scale markings, well trimmed to the correct balance and glamorous both on the ground and in the air. A fine effort.



Schnieder Platypus. Excellent markings. How does Andrew do it?

Our couple of experienced tug pilots, Steve and Tony, once again did the vast majority of the towing. I dare say they are looking forward to the Morland-Peate tug getting over her issues(!) and becoming more reliable: as am I. But, best of all, on 11 Jan 14, the weather was kind to all. This gave us a chance to focus on the fun of flying in smooth air and good company. We flew until late, as days such as this one, during 2013 were few and far between.



Sg-38 update

Max McCullough

It flies! OK, it flew. Briefly.



All ready to go



Looking good



A few seconds later.....



Training Dates

16th Feb & 2nd Mar

**Training radio
Frequencies are now
on 2.4 GHz**

**VARMS Training is
kindly sponsored by:**

Hyperion Australia



Mowing Roster

Field	Alan Gray	February (early)
	Graeme Hollis	February (late)
	Martin Hopper	March (early)
	Robert Kassell	March (late)
	Tim Stewart	April (early)
	Geoff Moore	April (late)
Runway & Pits:	Ken Thompson	1st week
	Peter Griffiths	2nd week
	Alan Taylor	3rd week
	Paul Van Tongeren	4th week
Heliport:	Geoff Moore	

Any Problems with the field, ring
Henry Wohlmuth
9764 1921

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Standard Operating Times for VARMS Glider Field:

*Aerotow: **Second Saturday each month, 12.00 Noon till 5.00 pm**
"Glider" is any Glider, or electric glider, flown as a glider, ie. climb and glide
 Clubrooms: **All days 7.00 am till 11.00 pm**

	Mon	Tue	Wed	Thur	Fri	Sat	Sun
8am-Noon (power) Dawn-Noon (glider)	Power	Glider	Power	Glider	Power	Power	Glider
Noon-5pm (AEST) (power) Noon-5pm (AEDST) (power) Noon-Dusk (glider)	Glider	Power	Glider	Power	Glider	Glider	Glider

For queries or problems regarding this timetable, please contact Max Haysom or Colin Collyer.

The Keyboard

Your frequency key should have your full name written clearly on it so that you can be easily recognised and contacted in case of a frequency clash. Mobile phone number on the key is a good idea too, in case you have departed and left your key in the board thus stopping someone else using that frequency. Members using 2.4 GHz sets should still insert a standard key in the appropriate section of the keyboard.

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President	Colin Collyer	9561 9097	president@VARMS.org.au
VP & Site Liaison	Max Haysom	9801 3899	vp@VARMS.org.au
Secretary	Andrew Allen	97238303	secretary@VARMS.org.au
Treasurer	Lindsay Henderson	97527415	treasurer@VARMS.org.au
Contest Director	Alan Mayhew	9887 7885	cd@VARMS.org.au
Editor	Glenn Salisbury	9404 2157	editor@VARMS.org.au
Ordinary Member	Martin Hopper	9873 8256	
Membership Secretary	Tim Morland	97032696	membership@VARMS.org.au
Heli Group Rep	Geoff Moore	9802 2044	heli@VARMS.org.au
Sports Power Rep	Graham Sullivan	95297095	power@VARMS.org.au
Webmaster	Steve Tester	9724 9728	steve@VARMS.org.au

VARMS Web Site: <http://www.varms.org.au> – for up to date info on VARMS

- Current Members: If you change your address, please notify the Registrar and VMAA, so that we can maintain the correct addressing of this New sletter.
- Potential Members: If you are interested in joining VARMS, or learning more about our activities, please contact the Secretary, or other Committee member.

Victorian Association of Radio Model Soaring Inc.

Organisation No. A0001504U

Affiliated with the Federation Aeronautique Internationale (FAI)
The World Air Sports Federation



VARMS (Inc.) was formed in 1968 to get together aero-modelers who were interested in building and flying radio controlled gliders. Members fly at many places, but have a home field, within the Knox Regional Sports Park (South Wantima) some 60 metres west of the rear of the State Basketball Centre- Entrance off George Street, where Training Classes with dual controlled gliders are held every second Sunday 10-1.00pm. A calendar for training is attached to the flying field gate.

VARMS Training is kindly sponsored by Hyperion Australia.

VARMS organizes regular competitions in both Slope and Thermal Soaring, from fun-fly, scale, open competition and self launching (electric) gliders.

General Meetings are held on the SECOND FRIDAY of each month (except January) – at the VARMS Clubroom near State Basketball Centre (as above) and, during daylight saving time there may be limited flying allowed before Meeting starts at 8.00pm. Visitors are welcome. Formalities are usually followed by lively discussions on matters of interest to all **modellers** followed by a cup of your favourite brew.



If undelivered return to:
VARMS Inc.
P.O. Box 4096
KNOX City Centre VIC 3152

