



Aspectivity

...monthly newsletter of the Victorian Association of Radio Model Soaring Inc

December 2005



Issue 384



Col Collier's 1/4Scale Swift at Camperdown

Next General Meeting

**Briggs Field
High Street Road**

**Friday
December 9th**

EDITOR

David "Numb Thumbs" Jones

Deadline : January 27th

Upcoming Events

January			
15	RCGA Thermal League 4	High St. Road	RCGA
26/27/28/29	Camperdown Slope Open	Camperdown	SSA
February			
18	Slope Fun Day	Warrnambool	G Lewis/ Barton
19	RCGA Thermal League 5	Warrnambool	G Lewis/ Barton
19	VARMS Trophy 5	High St. Road	VARMS
25	Scale Aero tow	High St. Road	SSA
March			
11/12/13	Scale Slope	Camperdown	Scale Group
12	RCGA F3B League 3	Sunbury	RCGA

Presidents Report December 2005 *Max Haysom*

Well it is that time of year again. You are all invited to the VARMS End of Year (December) festivities at Briggs Field. You can start flying at any time and the free food and cold soft drink will be available after 6pm and the General Meeting will start around 8pm. Tea and coffee available also before and after the meeting. The usual member raffle will be held but you must be present to collect if your number comes up.

I would like to thank all of my fellow committeemen for a good year's work. Thanks also to the members of the mowing roster, for without their commitment none of us could enjoy our flying at Briggs Field. A special thanks to Ian Slack and his many volunteer trainers who keep the training scheme running. Ian has been very committed to the program, for many years, and it is sad to find that no club member is willing to come forward and take over the training scheme. Next year we have to make a decision because Ian certainly deserves to take a break. If you have any abilities that could help keep this program going. We need pilots/instructors, model repairers and coordinators. If you only think you could help for a part of the year, please talk to Ian or myself.

I thought that the Perma-grit show, at the last meeting, was helpful for many of us so, if you would like some similar type offerings scheduled for next year, give some consideration to the interest area you would find helpful, or interesting, and pass it on to me at the meeting.

The idea of one big working bee, for work at Briggs Field, has proven to difficult to organise because of the diversity of the jobs and I will propose an alternative arrangement to get all these jobs done over a longer time period.

It has been proposed to cease using the old power strip from Saturday December 10, with power flying relocated to the new area from that day forward. New rules will apply from then, essentially Power in morning, Glider in afternoon. If you arrive to fly outside of your timeslot, and the field/s are not being used then it is OK to fly, until a member of the other persuasion is ready to fly. Absolutely no flying power/glider simultaneously, in the new areas even though you may have an "arrangement". Glider (winch/bungee/electric) all day, any Sunday. Aerotow on last Saturday of month, or as advised. Keyboard will remain in its original place for the immediate future and must be used at all times. All users of Briggs Field please remember, or take note, that only "uneven" frequencies are to be used on 36 MHz band, ie. **621, 647, 639** etc, not **622, 646, 638**, *for examples only*, which are described as "even" frequencies. If you have recently been sold a set of "even" crystals with your new radio, ask the shopkeeper to exchange, or failing that, purchase a set of "uneven" crystals.

I wish you All the Compliments of the Season and hope you all get a chance to get some air-time over the holiday season. Maybe during your work break you will get a chance to visit your favourite model shop and buy something with all the money you collected. Have a safe and happy time.

Until next time fly the friendly skies,

Max Haysom

Send stuff for Aspectivity to:

David Jones

17 Aitken Street, Clifton Hill 3068

9481 8516 / 0427 371442

Better yet, Email to:

aspectivity@hotmail.com

The keyboard

Your 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 is a good idea too.

Cover Photo: Pinched from the Scale Soaring Australia web site! Photographer unknown.

Mumblings from Numb Thumbs



I can't believe it is December already! I have tried my best to fight it off—even labeled last month's Aspectivity as October! But still time marches on.

So, what are you asking Santa for this Christmas? I must get down to Roj's and see what I didn't know I can't possibly live without!

I would like to add my thanks to the mowing crew and training staff for their tireless efforts throughout the year. Without them we would not be flying, nor would we have new club members. Thanks also to Max who shoulders a huge burden behind the scenes, chasing up information and making our case to Parks Victoria and

EastLink. He even does a large amount of work around the field when things need to be done.

I'm trying to figure out what planes I can squeeze into the Jayco camper when we head off for 3 weeks from Boxing Day. Surely I can fit something in! At least the fold up Falcon! Maybe I can finish the EPP HydroFoamie "Piranha" I recently got from England. That can be "flown" on water, grass or in the air. Just the go for a "Holiday" craft! Hmm... better get out to the work bench and get stuck into it!

Have a safe and happy break, and get in lots of flying.

See you at the Field for the Xmas breakup! Save a snag for me!

Fair winds and soft landings!

Numb Thumbs

VARMS TROPHY

This competition is an 8 event competition for 2 metre, 2 channel (rudder & elevator) thermal gliders. The aim of this competition is to provide a low key introduction to competitive thermal flying in a friendly environment.

Accordingly, each event normally consists of 4 or 5 rounds of thermal duration flying. Each round is completed before the next round commences to ensure that no competitor gain an advantage by flying all flights in favourable air. The duration tasks are set on the day depending on conditions. Landings are generally required to be into wind approaches to a rectangular box. Spot landings which encourage controlled crash landings are not on the program.

Launching can be by bungee or winch. The club winch is made available for all competitors. Assistance is allowable. I.e. advice re model trimming, thermal spotting etc can (and probably will) be provided.

Come and join the fun!

THE TRAINING DATES FOR 2006 ARE AS FOLLOWS:

**FEB 5, 19 MAR 5, 19 APR 2, 23 MAY 7, 21 JUN 4, 18 JUL 2, 16, 30 AUG 13, 27
SEP 10, 24 OCT 8, 22 NOV 12, 26 DEC 10**

Training Radio Frequencies are: 605 641 643

MINUTES OF THE GENERAL MEETING OF 11/11/05

Glen Waverley Primary School

Apologies: –Nil.

New members and Visitors –nil.

October Meeting Minutes – accepted as read -.Matters Arising – Nil.

Correspondence In- - Various incl.. , VMAA Exec., Committee minutes for October.05 –VMAA Letter re Briggs Field radio Interference, sundry accounts. Peter Cossins, re transmitter testing. N.B This is now to be deferred until early 2006 – details in next Aspectivity.

Matters arising – Nil

Correspondence out - Letter to VMAA –preliminary report on Radio Interference investigations by Club Experts sub-committee.

President's Report:

Briggs field progress report. Work on new track now complete New Area to commence on Sat .Immediately following December Club General Meeting./Xmas function. **N.B. "old Runway must not be used and time sharing arr. and times of use to be explained in December Aspectivity.**

Gate keys changeover. –old padlock to be removed on Sunday 13 November,05 – All member keys must be changed over by then – **if key not marked"V4",then no access to field.** – Lost key may be replaced for cost price - \$5.00 –no key to be copied or loaned to any non-member.

Works at Briggs field.- drainage work and re-location of trestle tables to be done – 6 to 8 able bodied members required – ditch digger to be hired and jobs expected to last a total time of 4-5 hours. Those willing to assist, should contact Max Haysom. or Martin Hopper.

Alternative flying site for aerotow and Competition glider events – enquiries being made and report to be made when firm detail is available.

Site Liaison.- work started on Vicroads reserve. –new access road to field may commence soon. – watch out for heavy road making equipment! – Topsoil to now be obtained for new power field topdressing from source alternative from old golf Range-at an earlier date.

Registrar -178 paid up members at present

Club Training. – Training cancelled last fortnight due to poor flying conditions. – Ian slack and Des Bayliss, to assist in constructing 4"Prelude" training gliders-as replacements for existing trainers, which are to be sold.

Contest Director - Bendigo and Mildura results to be in next Aspectivity. Contests to be spread to other fields, during year - but at least two rounds to be held at Briggs Field, to maintain field usage.

Treasurer. Club Account healthy-Acc. Balance \$10898.as at tonight. approx. -- Auction club profit approx \$300

Editor Thanks for articles nothing else to report.

Round The Shops. –**Ian Slack** - David Pratley – good range of Hyperion batteries Hyperion gear now in shops. Rojas Hobbies-excellent range of ARF Multiplex Scale Glider kits at keen prices. Hawthorn Hobbies –always happy to order in member requirements.

Field maintenance – nothing to report from Martin Hopper.

Special Interest Groups

Scale Glider Group: Contacts Colin Collyer & David Down - Horsham flying conditions improved later –then plenty of excellent flights. Camperdown Event highlighted by regular eagle attacks. – End November, Bendigo Weekend – always a warm welcome.–

Electric Flight Group - P&DARCS – Electric flight day 27 Nov. Electric Indoor flying Donvale Sports Complex Sat.12 Nov. – for details see David Down.

General Business:

Neil Mc Leod – copies of Past Model Magazines for sale by tender – see Neil for details.

David Pratley – variety of Electric ARF models on display and for sale – see Davis for details.

Club Presentation of Perma Grit Tools range.

Very informative and interesting display by Graham Smit of Tungsten Carbide "Perma Grit "tools for model use –including large number of different shape files and range of power tool abrasive heads, compatible with "Dremel" drill.

Graham Smit Contact details.

Perma Grit Tools(Aust) P.L.

B11,Scoresby Industry Park VIC3179.

Tel.97635846

Fax 97640890 Shop Online at www.permagrit.com.au

Meeting Finished 8.45 P.M.

AT THE NAB

Income V's Spending

Between 1/11/05 and 30/11/05

Income

Subs 05/06	\$596.00
Sundry Income	\$0.00
Total Income	\$596.00

Expense Categories

Aspectivity	\$230.44
- Printing \$230.44	
Bank Charges	\$19.00
Briggs Field	\$4,917.59
- Maint. \$4685.70	
-Mowing \$178.50	
-Sanitary \$49.50	
-Tractor Maint \$3.89	
Insurance	\$396.00
Flying \$396.00	
Rent	\$195.84
-School \$150.00	
HSR \$45.84	
Training	\$634.00
-Equipment \$237.00	
-Glyders \$397.00	
Total Expense Categories	\$6,392.87

Mowing Roster

Bruce Robinson	9887 8996	7/1/06
Brian Martin	9878 2170	14/1/06
Greame Hollis	9739 4886	21/1/06
Ross Peasley	9877 2215	28/1/06
Brian Spencer	9878 7207	4/2/06
Martin Hopper	9873 8256	11/2/06
Keith Heale	9509 6829	18/2/06
Jim Norman	9802 7155	24/2/06 31/2/06
Jim Baker	9803 2185	

**Mowing enquiries regarding
the runway or the Glider Field
should be made to
Martin "Grass" Hopper
on 9873 8256.**

**New Rules apply for
Briggs Field
on December 10th**

**The Power Strip will move to
the new location**

The Gate

The access gate on High Street Road must be closed and securely padlocked at all times except on those Sundays when a Training day or Open Glider Competition day is scheduled. Do **not** just loop the chain through the gate.

VARMS TROPHY 2005

Ian Slack

What a great day. 14 starters with just a light southerly so that we did not launch into the sun. Thermals were hard to come by, so the tasks were set at an achievable level. The rounds were 5 mins, 4 mins, 3 mins and finally 3 mins with 3 loops just for a bit of interest. All landings were into the 15 metre circle (No Spear Landings allowed!)

As usual help was freely available. It was interesting watching some competitors having to try to lose height deliberately so as to land within the time limit. In some cases, this was for the first time. Clearly this is not a skill we practise. A spin or spiral turn is the recommended method. Holding full rudder and full up elevator is a good start. Finally the results show that each round was closely fought but consistency won on the day. Congratulations to all competitors.

Position		Rnd1	Rnd2	Rnd3	Rnd4	Total
1	Alan Mayhew	1000	1000	1000	1000	4000
2	Max Haysom	976	802	995	980	3753
3	Peter Cossins	621	989	955	975	3539
4	Leon Carlos	982	916	783	803	3484
5	Gary McDougall	952	966	833	702	3453
6	Simon Raphael	764	981	889	778	3411
7	Gerry Carter	452	1000	970	965	3386
8	John Needham	970	460	970	960	3359
9	Ian Slack	424	852	1000	1000	3276
10	Frank O'Neill	603	852	813	788	3056
11	Steve Lunney	300	852	909	955	3015
12	Graeme Hollis	555	612	788	995	2950
13	Paul Jacobson	924	433	869	611	2838
14	Lou Rodman	442	521	778	864	2605

VARMS TROPHY. Re-fly of Round 1.

Round 1 will be re flown on 22 January 06. Starting time will be 1:00pm.

26th Annual Armidale Sailplane Expo Thursday 26th to Saturday 28th of January 2006

**7 cell, F5J, Open and RES Sailplane
Entries close 16th January 2006**

**Let me know if you are interested as I have entry forms
and more detailed information.**

Special Test for Briggs Field

Carry out a normal range test, with transmitter (Tx) antenna down to satisfy yourself that all is normal. Then for Briggs Field, a special test; Model is to be aligned with it's antenna in a north-south direction, on the ground, away from cars, the Shelter and the containers, with no person close to the model, switch receiver (Rx) on. No other Tx's on the field should be switched on at the time of this test. Switch on your Tx and move away from the model say 10 paces, check to see if you have "solid" control. Then switch your Tx off. If you find anything other than a buzz around neutral, Do Not Fly. It is probable that your Rx is being affected by Radio Frequency (RF) interference. These guidelines were set by the VARMS team investigating the RF Interference so they should be followed, on each and every time you go to fly at Briggs, and any deviations reported to me or Peter Cossins. I should add here that Rx battery packs (airborne) that are not soldered/welded assemblies are a **serious safety risk** and should not be used in any model. When/if you are soldering battery packs do not use "flux", It is essential to use only high grade resin cored solder intended for electronics work. If you have any difficulty, with the soldering process, then please ask for assistance or direction. **Max Haysom**

December Meeting

Friday December 9th, Briggs Field

Food from 6 or 7 pm

Honey soy chicken wings as starter. Snags, hamburgers BBQ salad. Bread supplied. Drinks also supplied.

Prices : FREE to members

**General club fun flying from when you get there until 8pm
Christmas raffle draw. Member must be present to win!**

See you there!!

Lost Model

Mount Hollowback

On Sunday 27th November, while flying the SW slope at Mt Hollowback I lost my piglet, 1m span, orange with green stripes on top of the wing, aileron elevator model.

I believe the model to be somewhere on the slope itself, I had a good look over the fields below and a good trudge over the slope itself, but the grass is reasonably long now.

If anyone finds it, please call Steve on **0414 581 642**.

I arrived at the Horsham field at lunch time on Friday to be greeted with a beautiful lush green flying field which was a big difference to last years dry and dusty field, Murray and his 2 helpers all on mowers were just putting the finishing touches to the strip and they had even mowed the grass in the area over the road where we were all going to camp.

People soon started to arrive and started to set up camp or set up their gliders waiting for a tug to arrive. About 2 pm Chris Carpenter arrived in his new Mercedes Van chock a block full of tugs and glider plus all his camping gear, it wasn't long before Chris had the tugs out and ready to start aero-towing. We managed to get plenty of flights in before the sun started to go down and then off to the White Hart Hotel for the best T bone that I have had for a long time & the odd drink or two.

Early Saturday morning about 5 am the heavens opened up and down came the rain. It was quite heavy, but it eased up about 7 am . Chris Carpenter had his tug out and aero-towing by about 8.30 am and from then on it was a matter of dodging the showers. When they stopped we would all grab the gliders from the club house and go and stand in line till Chris & Tony could get us towed up. Despite the showers, every one managed to get a good few flights in. The showers certainly helped the judges carry out their judging on the scale competitions as the planes were grounded. They were able to finish their static judging in the morning and their flight judging in the afternoon.

The following were the results of the scale competition:

VINTAGE CLASS

- 1ST DAVID HOBBY—KA8
- 2ND COLIN COLYER---BERGERFAULKE
- 3RD BARRY DE KYPER—SLINGSBY GULL

MODERN CLASS

- 1ST DAVID HOBBY—DG 600
- 2ND STEVE MALCMAN—AS28
- 3RD COLIN COLYER—NOVA

A R F CLASS

- DAVID HOBBY—DG 600

1ST TIME ENTRANT

- DARREN SMITH

BEST TUG PILOT

- CHRIS CARPENTER

BEST GLIDER OVERALL

- DAVID HOBBY

The dinner was held at The Bull & Mouth Hotel on Saturday night with about 40 odd people sitting down to a very nice three course meal. Between main course & the sweets David Down ran a Trivia competition with some pretty good prizes from the model shops.

After the meal was finished it was time for the Annual General Meeting to elect the next year office bearers and they are as follows plus their e mail contact details:

President and eMail point of contact : Chris (Crash) Carpenter crash@bigpond.net.au

Vice President and Patron : Martin Simons martinsimons@ozemail.com.au

Secretary : Greg and Ramona Potter gpotter@opalibusiness.com.au

Treasurer : John Blanchard jblanch@dodo.com.au

Editor : Gary MacDougall macnuff@alphalink.com.au

Webmaster : Dr Russell Naughton russelln@netspace.net.au

Public Officer : Garry Whitfield mildura@easymix.com.au

I am sure that this new group will carry on the good work that the previous group has established in their 2 years at the helm, but the new group can only go forward with the help of all the members getting behind them with thoughts and suggestions on how we can promote Scale Soaring so if you have some ideas pass them on and I am sure they get careful consideration.

Sunday dawned and looked like it may be a bit overcast but the sun shone off and on and there were a few thermals to catch. There was one mid-air collision with one plane a write-off and the other managed to fly again after some quick repairs, good stuff this ZAP. There were the odd ground loops on landing and take offs but generally there were not too much damage all a round. I managed to survive a nose first landing with my KA6 due to the soft mud from the rain.

Monday dawned without any clouds in the sky and a top of 29 degrees forecast for the day so we got into it early and there was some really good thermals about. Col Colyer managed to stay up for about an hour with his big FOCKE and it was all happening.

Tuesday started off quite hot and plenty of thermals around again and we flew till about 11.30am and then packed up and headed off.

Once again the Horsham Club have done themselves proud with their hospitality and thanks for providing lunch for the Sat & Sun .I am sure everyone enjoyed themselves and had plenty of flights and we can look forward to next years event.

Gary Mac

GATE KEY CHANGE

NEW KEYS WILL BE AVAILABLE, ON EXCHANGE, AT THE NEXT CLUB MEETING.

THE OLD LOCK HAS BEEN REMOVED

RCGA - Open Thermal League Competition 2005-06 Overall Results

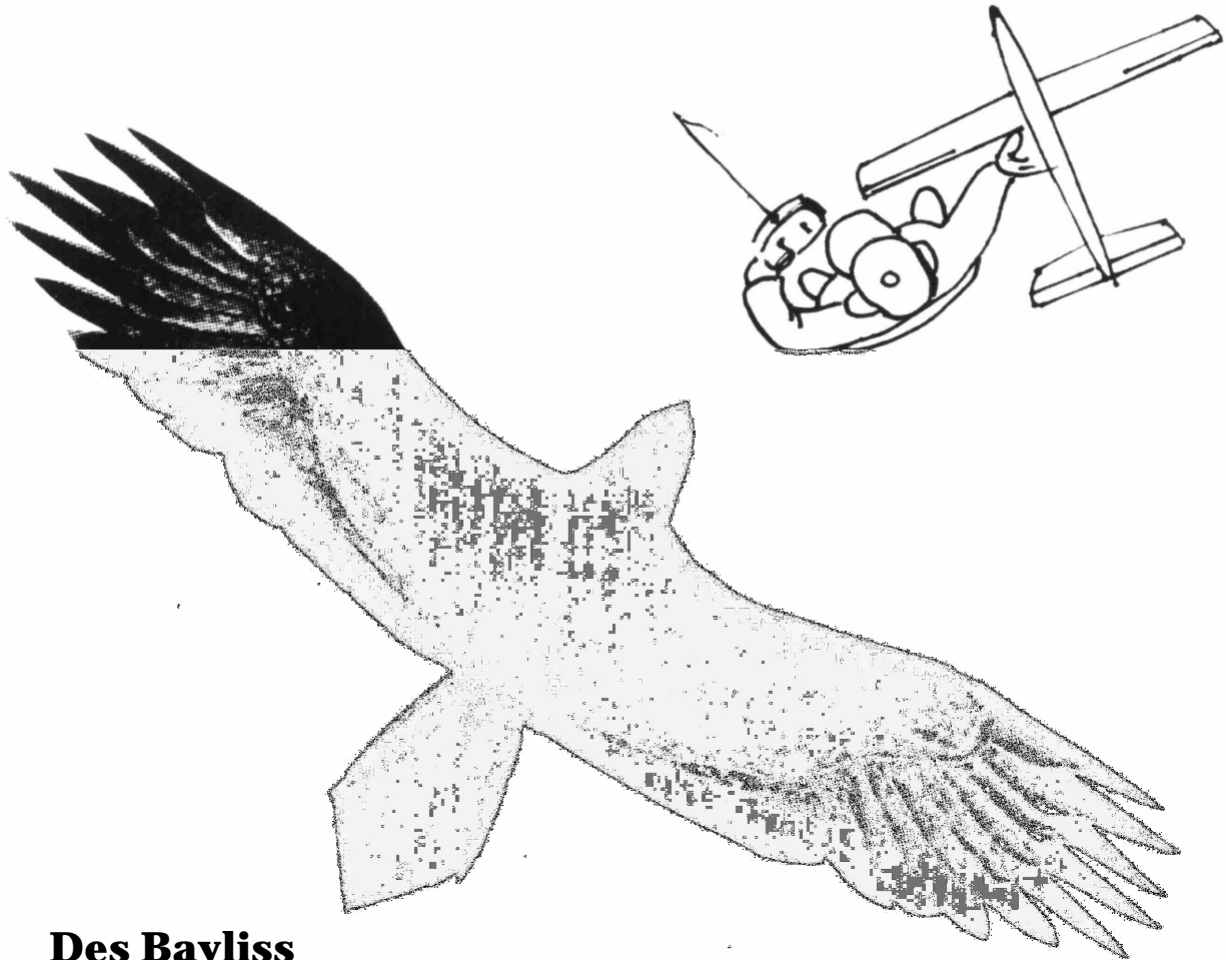
Position	Name	Event 1 Briggs 2-Oct-05	Event 2 Bendigo 6-Nov-05	Event 3	Event 4	Event 5	Event 6	Event 7	Event 8	Event 9	Event 10	Total Score	Best Six Score
1	Jim Houdalakis	1,000	905									1,905	1,905
2	Graham Norman	880	999									1,879	1,879
3	Alan Mayhew	907	927									1,834	1,834
4	Gerry Carter	994	715									1,709	1,709
5	Daniel Haskell	957	662									1,619	1,619
6	Theo Arvanitakis	585	923									1,508	1,508
7	Max Kroger	914	174									1,088	1,088
8	David Hobby	0	1,000									1,000	1,000
9	Dave Pratley	874	0									874	874
10	Steve Keep	0	858									858	858
11	Brad Wilman	841	0									841	841
12	Gary Whitfield	0	731									731	731
13	Tim Lennon	695	0									695	695
14	Norm Ripp	0	566									566	566
15	Roger Stephenson	52	0									52	52
16	Tom Dupuche	0	0									0	0
17	Marcus Stent	0	0									0	0
18	Gregg Voak	0	0									0	0
19	Rod Watkins	0	0									0	0
20	Darrel Blow	0	0									0	0
21	Ian Barton	0	0									0	0
22	Grant Lewis	0	0									0	0

Dateline: CAMPERDOWN, November.

Item: Combat Zone Commentary.

Score: Wedgies 6

Modellers 1



Des Bayliss

Sanyo Develops a New NiMh 'Instant' Battery

The new battery is a nickel metal hydride (NiMH) cell but with a key difference. Typically, NiMH batteries lose charge over time if they are not used. Sanyo's new battery loses energy much more slowly when unused so batteries can be supplied that are ready to use at the time of purchase. Also, Sanyo said its new battery loses about 15 percent of its charge after a year of no use compared to competing batteries that lose almost all their charge over the same period.

The battery technology will be used in an AA-battery that will go on sale in Japan in the middle of November. The batteries, carrying the "Eneloop" product name, will go on sale starting November 14. A pack of two AA batteries will cost US\$10. They will also be available in packs of four and eight, and also with a recharger. AAA-size batteries in the same range will go on sale in Japan on January 21, 2006, and cost \$8 for a pack of two. The new batteries will reach the end of their useful life after they have been recharged about 1000 times. Hopefully versions will come on stream for electric flyers!

Risk Management

There are three risks in flying model aircraft.

1 - Damage to plane and property; 2 - Bodily Injury; and 3 - Loss of use of the field.

I work in the insurance industry with a team of people who handle claims where something has gone wrong. There are thousands of claims and the range of causes is mind boggling. There are common themes:

- (a) action not taken to minimise a known or foreseeable risk; and/or
- (b) the alignment of events and factors causing or contributing to the severity of the incident.

What's a foreseeable risk? It's regarded by the law as what the "reasonable person" could foresee. Now though "reasonable people" have differing opinions and are constantly arguing, most events that occur **have also occurred in the past** – and are thus foreseeable. We need to **think ahead** to minimise risk.

Examples of what may occur **singly** or **in alignment** and cause a serious incident:

My radio / brain / thumbs glitched. My servo jammed. Control horn came off. Up was down. Left was right. The wind caught it. But the range check was okay last month. I was close to the pits. Wrong model on radio. I / He was doing the wrong thing. I / He forgot to put a frequency key in the board. I wasn't over the field when it happened. She came out of the bushes with her dog and walked right into the path of my plane. He didn't call "on the field". That child should not have been there.

We could lose our field. Our view of the importance of our hobby may not always be shared by others. It is important that we do not upset those who decide if we can keep the field. They will make their decision based on whether they **perceive us** to be "**good tenants**", or not. We will be perceived as poor – or high risk tenants – if they receive reports of: noisy aircraft; dangerous flying; flouting the rules; rudeness; a perception of us having a disregard for public safety; accidents / incidents; and risk of involvement in litigation.

But what if no-one is around? You can never assume that "no-one is around". On the roads, it is totally unacceptable to; drive over .05; go the wrong way round the roundabout, or the wrong way on the free-way on/off ramp - just because "no-one is around". Same with flying. Too risky. Your actions may coincidentally align with another event, such as equipment or operator failure, or someone arriving unexpectedly.

The same rules are to apply to everyone. Unfortunately it is only practicable to determine one standard set of rules to cover all ranges of flier - from the novice to the experienced. This is similar to when we drive along the road, we are all subject to the same speed limits and road rules, despite the differences in our vehicles and driving skills. And, we cannot afford to *set a bad example* that *less experienced fliers may follow*.

But **we still want our club to be friendly** – so be **mature** and **friendly** in the way you approach anyone flying dangerously. We all "glitch" occasionally or may not have recognised the danger.

If you see others stray from safe flying practices, that does not reduce the obligations upon you to comply. The obligations upon you remain. It's like saying "But officer, I saw two people *speeding* so it must be okay for me to *drink-drive*." If you have continuing concerns or queries about flying practices, **see a committee member**.

Safe flying – different planes have different flying characteristics – and must be flown accordingly. A light aircraft will be more easily blown downwind than an aircraft with greater penetration. SOLUTION; - if field layout allows it, keep light aircraft upwind unless in the landing phase. A heavier aircraft will have more penetration but will require a longer landing approach and will land at a faster speed. They are different, but the requirement – to fly both safely – remains.

Flying "crash-proof" planes only means *the model itself* may not be damaged. All other risks remain the same, so these planes, and also 3D models, must still be flown in control and safely.

We were recently asked what our passion was. I said that I was anxious about losing the field – and passionate about retaining it. I ask you to *share my passion* – and make sure that we retain our field so that we can continue to fly – and fly safely.

To minimise the risk;

"Expect the unexpected – then work like crazy to make sure it doesn't happen."

Ian Pullar

Helicopter Revelations.

We are in the middle of the scale glider season with events everywhere and I cannot believe I'm writing about helicopters. My wife Helen confronted me as I entered the lounge room recently. "Dave, what are these black marks on the wall?" There was no smart answer worthy so I came clean. "You haven't seen my new Mini Dragonfly helicopter, have you?" She hadn't seen the worst of the marks so, all was good at that moment.

Danny Malcman had Helicopters and that but if you have at-event you would know Walker from 747 – given up on his drag-electric model. A free temptation. Kyle said mates flying in the The idea of 3D aeroreally has my head really come on in leaps onfly helicopter kit a few tips and the next his old LiPoly batterbasically no skill at all. model, a couple of servos and plugged it together. The moment of truth, it works and everything is the correct orientation.



shown me a flight simulator on was enough to put me off initially tended an indoor flying electric how much fun they can be. Kyle 400 4 meter wing span fame had onfly and wanted the full house helicopter was too much of a something about a few of his Qantas aircraft hangers at work. batics in small helicopters indoors spinning. This technology has and bounds. I got the basic Drag-home and rang Neil Spencer to get thing I know is I had purchased ies. Good enough for my abilities, I found a standard receiver in a

Now it takes a lot of practice but I finally got airborne for 2 seconds. Up then down, put it back to the middle of the lounge room and repeat time after time. Recharge the batteries and grab the spare pack and try again. Ok so I hit the wall a few times but the curtains absorb the shock a lot better so you know where I aimed when things started to wander off course. After a couple of days of trying and a bit of consultation with those in the know, I can now hover for 20 to 30 seconds.

Now it was a Sunday, cold outside and my 7 year old daughter was playing in the lounge room. All I said was "Can you move your stuff so I can fly?" Now, if a seven year old wants to put you in the bad books with the wife then they're the experts. "Mum, Dad wants to put more black marks on the curtains!" "On the curtains????!!!" I hear from the bedroom. I turn to Julia, "I thought that was our secret?" Clearly a secret no more. After the Spanish Inquisition I explained that it was not in my best interest to keep hitting the curtains and I had enough skill to fly. "Just clear out the toys and I'll show you." But it was no use, she was not impressed.

Look, I'm not one to be deterred but I'm also a realist. Helen has put up with a lot of model building on the dining room table over the years. The U2 and 747 400 covered the back veranda in baubles of white foam of which some are still to be found today in the tight corners under the house, so she has reason to draw the line somewhere but the Helicopter is so much fun, why now?

It's now a nocturnal activity. I have booked out the Saturday night to coincide with the indoor electric event in Donvale. With any luck my skills will slowly improve and the breakages will become less and less.

Safe flying

Dave Down

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Current Members: If you change your address, please notify the Registrar and VMAA, so that we can maintain the correct addressing of this Newsletter.
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

VARMS (Inc.) was formed in 1968 to get together aero-modellers who were interested in building and flying radio controlled gliders. Members fly at many places, but have a home field on High Street Road, Wantirna South (Melways Map 72, C1), where training classes are free to all and are held on Sunday mornings, generally on a fortnightly basis. Exact dates and times are posted on the field gate.



Aspectivity

**If undelivered return to:
 P.O. Box 4096 Knox City 3152**

**SLOPE FUN FLY AND
TRAINING
11 DECEMBER 05**

**We have not had a club day on
the slope for some time so
why don't we try for
11 December.**

**Ian Slack will be taking the
club training planes out for
the day so why not come and
have a go. As usual Ian will
put a message on his answer-
ing machine for confirmation.**

**Ring 94893001 after 8:00am
if you are not sure whether to
go or not, and for location.**