



# Aspectivity

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

May 2006



Issue 388



Just what is this interesting "Waggly Bit"??

### Next General Meeting

**Glen Waverly  
Primary School**

**Friday  
May 12th**

EDITOR

David "Numb Thumbs" Jones

Deadline : May 24th

### Upcoming Events

May			
21	VARMS Trophy 8 (1.00pm start)	High St. Road	VARMS
21	Scale Slope	Mt Hollowback	SSA
28	RCGA Thermal League 8	High St. Road	RCGA
June			
9	Jerilderie (F3B) Speed Challenge	Jerilderie	Gregg Voak
10/11/12	LSF Tournament (RCGA Thermal League 9)	Jerilderie	LSF
24	Scale Aero tow	High St. Road	SSA
July			
23	RCGA Thermal League 10 (Final)	High St. Road	RCGA

## *Presidents Report April 2006*     *Max Haysom*

Despite our request for suggestions/preferences for times of use of Briggs Field for both power and glider, we have received only 5 replies out of a total membership of 190. We know that many of you are not satisfied with the current times and arrangements. Why not tell us what would make you happy, remembering that we cannot schedule power/power aerotow and winch/bungee launched gliders at the same time. For instance if you want some whole days for the discipline that you favour then consider this as a suggestion: Glider – Sunday, Tuesday and Friday, leaving Monday and Thursday for power. This leaves Wednesday and Saturday to sort out and again I will suggest that we break these into even and odd hours, gliders even, power odd. On these days you can take a rest, time for a coffee, or just socialise or look and learn. As I have said these are only suggestions based on comments made by members. Now please give us some written feedback rather than just complain.

We have completed the drainage works around the containers and shelter with some assistance from the EastLink gas line contractor who dug the drains. Recent rains will have proven the value of this work. We have another important job – We need to install Colorbond, shallow angle roofing on the two containers. The rust has really taken hold on the rooves of both containers and we need to protect our investments from water damage. Do we have any suitably experienced members willing to undertake this work? Please discuss with Ian Slack or myself.

We are always on the lookout for interesting speakers for our general meetings so, if you have any suggestions as to who may be available, please contact me at the meeting or?

Please take note that we have, as requested, mown an area just to the east of the metalled turning area near the power pits. If you elect to leave your vehicles and trailers parked near the power pits please leave on the mown area, not on the metalled turning area. Vehicles parked anywhere other than in the main car park near the shelter are parked at owners risk.

The entrance gate to Briggs Field may be left open after entering. It is then the responsibility of the last member leaving the field to ensure that the gate is securely locked. Do not assume that a person remaining at the field is a member, talk to them before leaving.

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: Read Colin Smith's article to find out!     Photographer : Russ Naughton.**

## Mumblings from Numb Thumbs

It would appear Swan Hill was a roaring success! Some models even got carried away and did some flying on their own by all accounts... There are a few different accounts of the weekend in this issue, all being great reading. A pity there aren't more photos...

A big thank you to the tug pilots for their endless hours of hauling other people's planes into the sky. If it wasn't for their selfless efforts, Aerotow couldn't and wouldn't happen! Next time you see a tug pilot, pat him on the back and say "Thanks!"

This issue has a great article by Colin Smith, about how his flying wing, the BKB-1, came to be. A great story it is, too! A very interesting plane, that one, and one with a different approach to control surfaces. Amazing how inventive plane designers can be. I always enjoy looking at some of the radical designs from the Thirties and Forties, especially designers like Blohm and Voss. I still can't figure out how they flew!

Check out "Luft '46" :

<http://www.luft46.com/>

and "Paul's Ugly Aircraft Site" :

<http://www.fortunecity.com/tattooine/farmer/120/index.html?1=BACK>

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:**

**MAY 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

Held at Glen Waverley Primary School-.Comm. 8.20 P.M.

**Apologies:** –Raoul Wynn , Graeme Hollis ,& David Miller. **New members and Visitors –Nil.**

**March Meeting Minutes** – accepted as read - .Matters Arising – Nil.

**Correspondence In-** Various Accounts,- VMAA Minutes-Advice of Knox CC programmes avail .to VARMS – several member responses to Aspectivity member survey. **Matters arising** – Nil-

**Correspondence out** - Various E Mails & letter to Peter Cossins thanking him for donation.

## **President's Report**

### **i)New Power strip at Briggs Field.**

Member survey confirms the strong member acceptance of the new power strip operation. – grading of the centre strip has really improved usability–still many detail improvements to be made.– constructive comments called for from members on current operating times and rules. –comments & suggestions, to VARMS P.O.Box 4096 Knox City VIC.3152.

ii) **Glenfern Road Slope Site.** – the property was passed in at auction and no interest since. – No contact yet made, with the current owners – thus members still able to fly there until further notice – N.B. only members with appropriate slope flying experience ,to fly at site due to road proximity!

iii) **Briggs Field main access gate.,**- Committee decision, gate may now be left unlocked after first member enters – the last member to leave field ,must then ensure that gate is correctly padlocked – No uninsured persons or ex-members permitted to use the site – Insured visitors permitted only two visits per year.

iv) **Parking adjacent to new power strip.** – Committee decision to slash an area close to power strip for parking of vehicles & trailers – just East of access road.–vehicles parked at owners risk - at all times ,crushed rock area bounded by poles, to be kept clear of vehicles, except for unloading & re-loading models & gear. – frequency board ,to remain at present location.

**Phillip Connolly** –offer to electrify one of club glider trainers – offer of full electric power system and set of radio gear. Suitable glider is available.- Offer also by Barry Kuyper ,to donate a peak detect charger, for club use, -a big vote of thanks to both Phillip and Barry!

v) Site Liaison – no current changes to club position with Parks Vic.

vi) **Briggs Field works – drainage works** round containers & shelter – assistance offered with trenches ,by roadworks contractors. –works to be completed soon. - **Container roofing area** – Colorbond roofing to be installed soon on both containers

.viii) **David Hobby** – discussion .on proposing David .as MAAA Life Member ,to recognise his recent World Contest win

**Registrar** – Membership now total of 190 –incl 3 juniors , 8 students & 179 seniors.

New registrar – Raoul Wynn to take over from Ian Slack – both to work together, for hand over in July,2006 – sincere thanks to Raoul, for his commitment to this position

## **Club Training.** –

Two new trainer gliders ,being built by Des Bayliss-to be operational soon. –currently 64 Club members are Bronze wings rated,& 85,unrated. – this to be reviewed ,by Max Haysom & Ian Slack.

**Field Maintenance-** field currently in excellent condition..

**Treasurer-** report in April Aspectivity – Current acc. Balance \$6776 - \$2k less than same time last year.

**Contest Director** -David Pratley - State Thermal champs,Sunday,9<sup>th</sup> April ,at Briggs Field. – 9am.start for full days flying.

**Editor.** -no report, due to David's absence

**Round The Shops.** - David Pratley – good range of Hyperion batteries –plus discount Tx sets & good range of ARF kits–complete with motor & batteries see David for details..- Models & Hobbies 4U,now at cnr Dorset & Boronia Rds Boronia.

## **Special Interest Groups**

**Scale Glider Group: Contacts** Colin Collyer& David Down –good series of meets, coming up , incl Swan Hill, - see Colin or David for details.

## **General Business:**

**VARMS Website** – no progress to date.

**VMAA Trophy** – request by Peter Cossins, for early planning on team from VARMS, for next years contest. – apology from David Pratley, for lack of involvement this years, due to business pressures.

**Meeting Finished 9.00 P.M.**

## AT THE NAB

Income V's Spending  
Between 1/4/06 and 30/04/06

### Income

Bank Interest	0.22
Donation	\$1.80
<b>Total Income</b>	<b>\$2.02</b>

### Expense Categories

<b>Administration</b>	\$71.00
- Equipment Repair	\$71.00
<b>Briggs Field</b>	\$272.83
- Maint.	\$63.79
- Mowing	\$111.12
- Tractor Maint.	\$97.92
<b>Raffle Exp.</b>	\$2.00
<b>Supper/BBQ</b>	\$19.50
- BBQ	\$19.50
<b>Total Expense Categories</b>	<b>\$365.33</b>

CURRENT BALANCE

**\$6,337.80**

## Mowing Roster

Bruce Robinson	9887 8996	13 May
Brian Martin	9878 2170	20 May
Greame Hollis	9739 4886	27 May
Ross Peasley	9877 2215	3 June
Brian Spencer	9878 7207	10 Jun
Henri Wohlmuth	9764 1921	17 Jun
Keith Heale	9509 6829	24 Jun
Malcolm Buckmaster	9763 1632	1 Jul
Jim Baker	9803 2185	Completed

The "Grass" Hopper will be off on his annual Walkabout so please address all queries to  
**Ross Peasley**  
**on 9877 2215**

## For Sale

**JR-378 tx, Original Box and Manual \$230**  
**Carl Goldberg Super Chipmunk kit \$160**  
**Davey Systems Stampe kit (60 size) \$110**  
**Davey Systems Prophet kit (99 inch) \$90**  
**PT-19, 25 size kit \$50**

**Pls contact Steve on 0414 581 642**

## FOR SALE

**APOLLO 3.7 metre, all servos, good condition**  
**\$240.00**

**Contact Alf Leather, 0439 312 334**

## The Gate

At the end of each day's flying, the gate must be closed and securely padlocked by the last MEMBER to leave. PLEASE DO NOT ASSUME THAT EVERYONE ELSE AT THE FIELD IS A MEMBER.

## Why would you build a scale flying wing? Colin Smith

Why did I build a scale flying wing? Well if the truth be known it was probably because the modern sailplanes all look the same....DG 100 to DG 999 or ASH whatever? they all look the same...Big, white and beautiful, I'll admit, but at the same time, all the same and I wanted sumfink diffrent and sumfink wot wood go well on the slope. Anyway the BKB saga goes back a long long way so pin back yer luggoles and I'll tell you a story.....

It all started in November 1977 to be exact because that's when the December edition of Radio Modeller hit the newsstands. Inside was an article by a clever chappie who had built an R/C scale model of an experimental flying wing.... the BKB-1. It was love at first sight, there was something about those parallel chord wings swept back at a highly desirable angle coupled to a short stumpy body. It was different, it was also beyond my means and building capabilities in those days. Lots of complicated linkages and waggly bits on the end of the wings that only worked one way...Computer radios were unheard of, in fact I think home computers had yet to be invented, so it was mechanical mixing or nothing. Anyway why would I build a slope soarer?, I was still living in Essex, England and Essex is as flat as a tack, in fact our flying field on Canvey Island was actually below sea level and our nearest slope over 21/2 hours away.....BKB...I'll file that one away for later...you never know.

The next time I saw the BKB was when Col Collyer featured it in Aspectivity in May 2000....the memories came flooding back...One day....one day I'll build one of them....The Woodstock and then the other scale building groups took preference and the BKB was con-

signed to the back of my mind for Ron.....

(You know...laterRon)  
The next step in this riveting saga ( come on, what else are you gonna read?) was when VARMS member Neil Pollock turned up on the slope at Kilcunda with a ready made flying wing from Skycraft? and I was fortunate to get a stir of the sticks...I was hooked ... when I got home I had a hunt through all my old mags for that article. Next was a trip to the website for a plan...Bumma... RM was no longer in existence... BUT... I was redirected to the Nexus X-List plans service. This is a voluntary service for keeping old plans in existence, and it seems it works by individuals keeping sets of originals at their homes and only get them copied when there is a request for one. This took a fair while and a few choice emails but eventually a Plan arrived via the good old postal service but unfortunately it was Dyeline printed. A word of warning ...DON'T leave dyeline prints in the sun 'cos they will fade, even when rolled up...creates a nice stripped effect but not recommended.

By now Neil was flying his own design swept flying wing and I think dreading a certain pesky



Photo : Colin Smith

pomm trying to take over the sticks every time he flew it... "Honest Neil I've started on the BKB" which was my way of saying the plan had been unfolded yet again, and again and again and again....Yeah, OK, ....one day???????

Looking back, its probably Gary McDougal's fault that I ever got started on this project because he gave me the white foam blocks to cut the wing blanks. By now you must be wondering what the hell is a BKB, either that, or you've switched on the telly and are getting your dose of boredom another way. The BKB -1 ....it was an experimental tailless sailplane designed and built in Canada way back in 1959 by Stefan Brochocki , although there seems to be some controversy about who actually designed the

Mk2 and onwards but that is all explained in the website accessible through [www.twitt.org](http://www.twitt.org) which stands for 'The Wing Is The Thing' and is all about flying wings . Good stuff.



Photo : Colin Smith

Back to my one.....The full size has a Span 39 ft..... Chord 4ft... 13 degrees sweepback to improve directional stability with a linear twist of 2.5 degrees giving washout instead of reflex camber to obtain flying trim.

Control was by elevons and combined rudders/airbrakes, and from here I will paraphrase the original article by Nick Cook from Radio Modeller 'cos it makes sense. "The tip/ rudders/airbrakes are rather unconventional and they move outwards only. They are not spring loaded to return to neutral rather relying on wind pressure to fold them flat. The fin action of the fuselage is weak due to the small moment arm. Similarly the

side force from the tip rudders acting on the long moment arm of the wing span that produces an effective yawing moment. When the BKB slips sideways the upwind rudder is pressed shut against the wingtip and produces a drag couple to yaw the model in the correct sense. The downwind rudder is free to open, producing no drag and hence no opposite couple. For landing both rudders open outwards causing drag and thus slowing the model." In the model this is achieved by a single servo in each wingtip with a pushrod on one side only. Thereby the tip is free to waggle in the wind and not cause yaw inducing drag.

It was decided that at 1/5th scale the model would be manageable for my foam cutting bow (just) and the cores were easier to handle in the 'garidge', plus I could get a whole half wing sheeted with a 1220 sheet and no scarf joints...saves a lotta time. I did, however, manage to put a woof or bow in the right hand side wing panel while veneering it so I had to be very carefully to put the same amount of woof or bend in the left hand side. I won't say he wings were dog ruff. As Colin Collyer says ..."Don't tell the plane and it won't know there is something amiss". Works fine for me and they turned out alright in the end. The combination of sweepback and twist is a good candidate for flutter problems unless the wing is stiff in both directions. Normally flying wings are butt jointed on the centre line.

This gives the joiner bar no bending stress and even a broom handle has been used on a huge Zagi style wing. I opted for a 16 dia x 1.6 ally tube set in the wing parallel to the leading edge and a 12.7mm dia joiner bar through the fuz. This is a tried and tested method of joining body to wings but I had forgotten all about the sweepback....Problem No1..... Oops!

The VARMS scale building group will no doubt remember the saga of the Chris Williams plan

of the Bergfalke and its formers/crutch.....Hmmm, yes, as I recall the Bergfalke definitely had crutch problems! And as with a lot of Model magazine plans they are drawn up by draftsmen who don't actually make the things they are drawing, and so haven't a clue about the building details. Well, so it was with the BKB, a built up fuz with formers that didn't exactly match up, and a built up wing with a 'poxy' joining system.....I could do better, or so I thought.....Problem No2.

How can I anchor the wings to the fuz?.....Build a thick ply box tightly around the tube and this should transfer any stresses from one wing to 'tuther. Using balsa for the front and rear compression struts and with front and rear incidence pegs going through ply root ribs the assembled contraption resembled a mini wing and seemed to work OK.....in the garidge.....but the fuz still hadn't been started. The idea of using tape to stop the wings pulling out works for the F3? mob so should be OK on the BKB.

The fuz was started using balsa formers on a simple balsa crutch, the idea being to plank the outside with 1.6mm balsa. As it turned out the formers were so badly drawn I filled the spaces in between with foam offcuts and then sanded the whole thing to shape, or rather what I thought looked right. Finally covering it all with a couple of layers of brown paper and white glue, the intention being to melt out the foam after the final covering of epoxy and glasscloth. Hmm...the formers at the rear end proved very hard to hack out so were left and I thought the underside needed a bit of bounceability built in so elected for a lump of EPP ( what a surprise!!!), carved it to shape and covered it in brown paper with white glue. Seems to be quite tough so far.

The radio gear is in the wings and consists of elevon servos for the waggly bits at the trailing edges and tip servo's for the drag / rudders. In practice they seem to be quite effective in stall turns and are very useful for slowing the BKB on landing approach, but are absolutely useless when used as a high speed slowing down device. Having said all that they look and work great for landings. There is also a tow release up front and a non-retracting wheel underneath. The programming of these drag rudders was a nightmare so many thanks to Danny Malcman for his patience in sorting them out for me. All I know is that it took a cuppla pages of sketches and

4 free mixes in the JR tranny but works well. Thanks Danny.



Photo : Colin Smith

The original canopy was hacked out of a lump of blue foam but took a few attempts to get it looking right and in the end I opted to hack one out of pine, stuff it in a plastic bottle, and then attack it with a flame thrower or as they are more commonly known ..... a heat gun. Much easier than I thought but not without its own problems, but that's another story. Having had a partial shave for my 60th my old pilot had a face full of fungus so it was off to the ugly factory for a new mug. This was not too much of a problem 'cos I had the original to work with. How to do it is another "another story".

Right, so we have a pair of wings and a fuz all held together by some sticky tape so the first

thing was to check the C of G in the safety of the garidge. Mean aerodynamic chord ( half span on a parallel chord job ) and 10 to 15% of the chord....I opt for it being nose heavy and then pray for some good wind, usually works for me. Surprisingly, when I checked the wing loading it came out at 19 oz/sq ft which I thought wasn't too bad .....highly flyable in fact, just needs a bit more wind to keep it up there. Its first flight had to wait a few weeks until Camperdown but eventually we had a 15 knotter blowing on the point and I had no more excuses left .....somebody gave it a bung and it was all muscles firmly clenched, I'm sure you all know what I mean, and it was out into the blue yonder.....IT FLIES !!!!!

In fact it flew so well the tranny was passed around and it was up for about half an hour, just poodling back and forward, side to side being everso everso gentle. No dramas with the landing so all in all a very successful end to a long long saga,.....Or was it?

The next flight it got put through a few mild manoeuvres and one interesting fact emerged....Normal flying and it is as gentle as a pussy cat and an absolute delight to fly but then I may be a little bit biased. However, at high speed the wings fluttered like mad. Bloody terrifying .....absolutely-bloody-terrifying....The first problem is how do you slow it down quickly to stop it self destructing?. Land and have a discussion....consult the oracle....talk to whoever you think can help and try to ignore the two bob brigade, they mean well....So far the wing tape has been thrown away in favour of a rigid bolt anchoring the wings to the fuz ...seemed to work fine for a bit and I thought I cracked it..... BUT..... then the tail wagged when landing from aerotow so another inboard bolt has been added which has further rigidified the whole thing. Further inspection after the aerotow showed that the bolt had worked lose and had probably allowed the tail to wag. Using the belt and brace approach another inboard bolt was added and now some good winds are eagerly awaited and it will be off to the slope again to test it out. Certainly the problem will be solved 'cos it looks so good in the air and is so nice to fly.

All this would not have been possible without Gary McDougal for the Foam, Danny Malcman for his computing skills and Neil Pollcok for giving me a go of his , thanks fellas.

Postscript...the original crashed while being flight tested for aerobatics..... the pilot allegedly pulling 30g's negative.....  
jeeez!!!!!!!!.....I wont be doing the same???????????? Will I ?

### **STOP PRESS.....dateline Thursday 4th April 2006**

With a 20 knot nor'wester blowing on the slope at Kilcunda the BKB was lobbed off the hill to test the wing retention modifications. It would seem that when Colin Collyer landed it at Camperdown and made a little excursion through the fresh cowpat ( bow-wave and all) the BKB was well and truly christened and should be blessed with good luck from then onwards.....Itmust have worked because the modifications, although not scale worked a treat and there was not a hint of flutter even at high speed.

The moral seems to be that if you need a plane christened let CC land it through a fresh one !!!!!!! And finally.....the fresh field mushrooms picked from Kilcunda tasted beautiful.



Photos : Russ Naughton

## Swan Hill Weekend 22 to 25 APRIL 06

Ian Slack

A few VARMS members made their way to Swan Hill for their annual Scale Aero-tow weekend. A full report can be found on the SSA web site at [www.scalesoaringaustralia.com](http://www.scalesoaringaustralia.com) Much fun was had by all with David Weller finally getting some quality airtime with his Woodstock. Gary MacDougall was having a fix before going overseas but suffered some damage over the weekend. His Woodstock is no more after battery failure led to a crash and his Lunak also decided to free flight. This was fortunately recovered with only minor damage. However his DG 600 flew well all weekend. Martin Hopper dropped in with his Schweitzer 1-26 just for the Saturday. Geoff Moore bought his DG 300 out to play which was great to see. Needs some colour though. Barry De Kuyper racked up plenty of flights with his Slingsby Gull and his Tandem Falke. Colin Collyer had his usual trailer full of models. The ones I can remember seeing are his Golden Eagle, Swift and Bergfalke. 8 point rolls with the Swift are very impressive. Finally I had a ball with my Woodstock and Schweitzer 1-26. I might add that the experience of soaring with the eagles is something that will stay with me for a long time. The thermals on the Monday were magnificent and if you were game you could speck out without any trouble. My best flight was 57 minutes and plenty of other long flights were had by fellow flyers. We even had times when all the tugs were turned off as everyone was still in the air flying! A great long weekend and one to repeat next year.

## VARMS Trophy April 23, 2006

Max Haysom

The weather in the morning was not good, with almost constant fine rain which allowed only maybe 15 minutes of training. Around 1pm there was a break in the clouds and it looked like we may be able to start the competition. Not a very good turnout with only five competitors who got started about 1.30pm. Simple task, 3 min and land in one of the 3 designated "boxes". Launching was interesting for some as the winch was still set up for the training sessions and was now up to 90 deg. to the South. The contest went smoothly and we managed to get in 5 rounds as the weather improved. Frank O'Neill damaged one model and brought out his reserve while Paul Jacobson's T-Bird tried to fight its way through the "model magnet" tree, close to the access track, falling to the ground with only minor damage. Everybody seemed to have a good time and the results were as follows:

<b>Competitor</b>	<b>Rd.1</b>	<b>Rd.2</b>	<b>Rd.3</b>	<b>Rd.4</b>	<b>Rd.5</b>	<b>TotalFor Season</b>	<b>Agg.</b>
Max Haysom	1000	1000	946	949	1000	4895	1000
Bruce Clapperton	904	861	1000	1000	904	4669	954
John Needham	824	909	904	904	787	4328	884
Paul Jacobson	989	578	687	919	909	4082	834
Frank O'Neill	465	936	735	909	630	3675	751

When timing glider duration events, only whole or full seconds are counted, as an example, 2 min 59.99secs is scored as 2 m 59s, not 3.00 mins.

## Ian Cole's new Website

[www.ompac.net.au/~iancole](http://www.ompac.net.au/~iancole)

Ian Cole invites all VMAA members to visit his revamped website. Now with a completely new look.

I traveled up to Swan Hill on Friday night under a beautiful, clear and starry sky and when I rolled in at the field, found a few happy campers had already arrived. In the morning the weather was a little on the cool side with a light overcast sky but, with the promise of some good thermals later on. John Gottschalk soon had his tug up and running and there was straight away a queue waiting to be towed up. At that stage there were a few weak thermals about but some were able to stay up for a while. I was on my 2nd flight and cruising around with my **Woodstock** when it started not doing what it was supposed to do and I had to give the dreaded call of "HEADS UP" as it started to spiral into the car park. Luckily for me it missed all the cars as it hit the deck and became the first casualty of the weekend. The wings sort of survived but the fuzz was in pieces so it was off to the trailer to get another out to fly.

Gary Whitfield from Mildura bought along his **Laser** tug, powered by a 62cc Zenoa and did a magnificent job of towing all weekend. He even made his own approach path at the start of the runway with the propeller. Thanks a million for all the tows you did over the weekend, Gary, because, if we don't have our tug pilots, we don't fly. Gary also brought along his **VMAR Stick** with a 91cc 2 stroke that managed to tow up some of the lighter models. John Copeland from SA bought along his scratch built **Stemme 10**, a self-launching 1/3-scale glider with a wingspan of 7.6 metres. It also features a twin wheel retractable system where one wheel comes down then the second. It was powered by an AXI-5330/24 with an Hyperion 90amp ESC and for batteries, 10s4p-8000 mah LiPos and a heap of NiCads to run the servos. This model looked very impressive when it was taking off under its own power and looked even better aloft. The Stemme 10 also has a retractable nose cone that slides forward so the prop blades can swing out on their centrifugal clutches when the power comes on to take off and then fold away when it has gained enough height to start soaring. John also had his **ASH 26** 1/3 scale with a 6m wingspan, which is a treat to watch floating around the sky.

Some of the other models that were there: Gary Whitfield: **Discus** 1/3.5 scale, 4m; John Copland: **Fox** 1/3.5 scale, 4m, and Futaba 14MZ transmitter; Darrel Blow from Mildura: **Lunak** 1/3 scale, 4.2m ; Dave Weller: **Woodstock** 1/4 scale, 3m; Ian Slack: **Woodstock** 1/4 scale, 3m and his Schweizer 1/5 scale, 2.5m. Ian had just finished painting the Schweizer before going to Swan Hill and his sunburst pattern with its nice crisp lines looked really good. Barry De Kuyper, **Slingsby Gull** 1/4 scale, 3.7m and his **Tandem Faulke** electric, 1/4 scale, 3.7m; and finally Col Collyer: **Golden Glider**, 1/3 scale, 5m & weighed 25 lbs. plus his usual trailer full of scale gliders and a tow plane. Apologies if I missed anyone out.

Sunday started out much the same as Saturday with the cool breeze still about and the thermals were a bit hard to find but the tugs were kept busy and everyone was getting plenty of flights. Monday started out really well with plenty of sun out early. Soon the thermals were working with plenty of lift about and it was on for young and old. Chris Carpenter got up to 725m at one stage on the Vario and I managed to get to 560 metres but the **DG600** was getting a bit hard to see. John Gottschalk was doing a bit of barnstorming flying through the gap in the trees instead of flying over them and Ian Slack had to remove a few leaves from the wings. John also had another narrow escape when Vern from Swan Hill came in to land and there was a mix up on calling the landing and he actually landed on the top of John's wing as John was getting ready to taxi down the runway.

I was flying my **Lunak** when again the battery gave out and lucky for me I was at a reasonable height and was circling looking for thermals and so took off to Swan Hill. Luckily Peter Reardon saw I was in trouble and jumped in his Ute and followed as best he could. He actually found it after an extensive search about 3kms from the airfield and I was pretty annoyed because the bloody thing flew better without me on the sticks. Luckily there was little damage as it landed in a Willow tree so the moral of the story is what in the hell was I doing when charging up my batteries. On Monday morning Ian Slack came over to my trailer and asked me how I went about charging my batteries. He looked at my battery checker and found the problem straight away. I had it set on 4.8volts and was checking 6 volt batteries and that was the reason they fell out of the sky (dumb me).

Tuesday started out fine and the few blokes left got in a few more flights before it was time to go home and as usual another good weekend at the Swan Hill Club.

While driving up to Swan Hill early on Saturday morning, I got to thinking how this event started. The first recollection I have of the Swan Hill crowd, is when a Nationals was held in Bendigo, and while staying at Marongwe met David Scott and Peter Jordan, among others. John G did some Aerotowing before the Night Scramble, and as he had the tug and the glider, Peter Jordan was "chosen" to fly the tug, and a good job he did too. (peter at that stage was into pylon racing) Some time later the SSSA chose Swan Hill for their yearly gathering, and when they moved it to Bordertown, the VARMS group took it up on the ANZAC weekend. That was probably 20 years ago !

This year ANZAC weekend became a 4day affair if 1 day was added to the middle (Monday) and about 20 entrants saw fit to do so. The weather on Saturday was overcast, with a light wind, but only a few thermals. Sunday was better, still a bit overcast, and less wind . Monday was nearly perfect, and Tuesday WAS.

As for tugs, there were 7 present.... Garry Whitfield from Mildura had 2, a LAZAR with a Zennoah ^62 and a LITTLE STICK ARF with a Super Tiger 90, that did a good job towing the Schweizer 1:26 and Woodstocks up. Mark Hunt had a PAWNEE with a Z 80 twin. Built a bit heavy, it was a handful, and got retired before it got seriously damaged ! Chris Crash Carpenter had his trusty WILGA, with an 80 single, with a tuned pipe, that preceded to crack in the middle, get taken away and welded, then crack again beside the weld, finally to be riveted together by John Copeland. And it still did a heap of tows ! John Gottschalk had his big BABY ACE there again (John would not have missed too many Swan Hills over the Years ) and also did a heap of towing. His "claim to fame" this year (which he denies !) was getting among the pine trees while landing! The undercarriage provided evidence of a "close encounter ". Swan Hill CLUB bought a tug a few years ago, and it was flown by Ron and Scott Ellis. And then there was my AERONCA CHAMP with a Z38.

And as for the glider flying, it was there to be had, and some half hour plus flights were being done by the Woodstocks of Ian Slack and Dave Weller, Andy Smiths Ka6e Roland Gaumann from P+DARCS with his Rodell )Daryl Blow with their LUNAK's and the Slingsby Gull. I had and a ripper with the 100 feet



little Fox (2.8 metre (Mildura ) and Garry Mac even Barry Dekuyper with several with the Bergfelke, Golden Eagle from about

And as for the glider

had, and some half hour plus flights were being done by the Woodstocks of Ian Slack.

flying, it was there to be

Some nice aerobatics were seen, Ian Slack with the Schweizer 1:26, Roland with the little Fox and John Copeland with the big Fox, and my Swift. John C's Fox collided with a hawk, of which there were many, and it wrapped itself around the wing, spinning the Fox down. Luckily it came off, and control was regained. .... Fox gets bird !!

The model of the meeting undoubtedly was John Copeland's STEMME 10. 1/3 scale, 6 metres, electric powered motor glider. It has been several years in the making, and John does nothing by halves ! It features a 2 wheel undercarriage that retract 1 after the other, flaps and spoilers, huge cockpit, and a propeller that folds up inside the nosecone (still some issues stopping the prop in the correct spot) Another Copeland masterpiece that is awesome both on the ground and in the air.

## Models at Swan Hill

Slingsby Gull ..... Barry DeKuyper

Tandem Tutor electric motor glider ..... As Above

Tandem Tutor electric motor glider ..... As Above

Ask 16 Electric motor glider .... Andy Smith

Woodstock Garry Mac.... Ian Slack....Dave Weller

Schweizer 1:26.... Ian Slack.....Martin Hopper

Fox..... Roland Gaumann.....John Copeland

ASH 26 ... John Copeland Stemme 10..... As above Lunak.... Garry Mac..... Daryl Blow

DG 300..... Geoff More DG 600.... Garry Mac Ask 18... Chris Carpenter

ASW 28 ....As Above Discus.... Garry Whitfield

Slingsby Swallow..... Harold Elliott Yes , he did have a fly !

Ka6e .... Andy Smith.... Peter Jordan..... Scot Ellis

Golden Eagle..... Colin Collyer Bergfalke .... As Above Swift.... As above

Moswey 2 ... As above.. ex Stan Mason



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## 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.



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