



Aspectivity

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

June 2006



Issue 389



Martin Lui's Bergfalke MU-13e on its maiden flight

Next General Meeting

**Glen Waverly
Primary School**

**Friday
June 9th**

EDITOR

David "Numb Thumbs" Jones

Deadline : July 2nd

Upcoming Events

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 2	VARMS Training	High St. Road	VARMS
16	VARMS Training	High St. Road	VARMS
23	RCGA Thermal League 10 (Final)	High St. Road	RCGA
30	VARMS Training	High St. Road	VARMS
August 13	VARMS Training	High Street Road	VARMS
26	Scale Aero Tow	High Street Road	Scale Group
27	VARMS Training	High Street Road	VARMS

Presidents Report April 2006 *Max Haysom*

I had intended to put a Field Use suggestion/ proposal to the membership via this column for discussion at the June Meeting but, since there will be many of our competition glider members away at the Annual LSF Tournament, and not be available to attend, it will be held over for a future meeting. Status Quo continues.

I was about 13 when I first joined the West Preston Model Aero Club (1948) and to be involved in club activities required a very special personal effort. My family did not own a motorcar, at this time, and to attend club meetings I had to ride my bicycle about 10 kms out and return, at night. It was a 6 km ride to go to fly a control line model in one of the smallest parks, in Preston, about the size of 4 tennis courts. We also flew at a reserve adjacent to Pentridge Prison but it was some 12 kms from home in Northcote. We only used small diesel powered models in those early days and when in around 1950 bigger motors came on the scene and we soon lost these two fields due to noise. Free Flight was also very popular and our field was about a mile north of the Reservoir Train Station and I had to load my models into a large (300 x300 x1000) light framed box, covered with several layers of brown paper, that I strapped to my back to make the 12 -14 kms mile bike ride from home and then after a very busy day running all over field chasing your own and others models, load up and ride home, arriving after dark most times. We also had great club outings which involved an early morning start to ride to the club hall and leave the bike and climb aboard a large furniture van that had been fitted with temporary bench seats for 20 plus members (few members had cars) and go to places like Geelong's Queen's Park for Control Line, or Kal Kallo on the Hume Hwy for Free Flight, both great social gatherings with other Victorian Clubs. All the members were expected to help fellow members at all building and flying sessions. You were an Aeromodeller!

Recent safety concerns, both here and overseas, may have a big impact on our future use of Briggs Field (and other sites). I implore all members to follow our Club's guidelines as to no-fly zones at Briggs Field and give all models a thorough safety check before each flight.

If you want to leave your vehicles and trailers parked near the power pits please leave on the mown area, to the East of the road, not on the crushed rock area, this is not a parking area. Vehicles parked anywhere other than in the main car park near the shelter are parked at owners risk!

The last Aerotow session at Briggs was a great day, but I could see many "spectators", ie. people and pilots not actually flying, standing around very close to the flight line. This is a bad practice and all these people should be told to move back, at the very least, to behind the 2 cable drum tables. They are supposed to be 30 metres back. I noticed that tugs and gliders were taking off within a few metres of pilots with models airborne (and spectators). The "Net" is there to protect airborne pilots, so please stand behind the net. Injuries would be hard to explain to insurance brokers.

Until next time, fly the friendly skies,

Max Haysom

Send stuff for Aspectivity to:

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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: Martin Lui's Bergfalke MU-13e on its maiden flight.

Photo : H Kobylanski

Mumblings from Numb Thumbs

I hear that Ray Cooper has set a new World Distance Record—electric. He flew 142.9 km on 27/5/06. Apparently he had only used 65% of his battery so a greater distance should be possible. The previous record was 83.46 km.

Lithium batteries and brushless motors sure have revolutionised electric flight.

In this issue is an early draft of a proposed new competition format for Electric Assisted Gliders. It certainly sounds like a lot of fun for this growing area of flight. The committee hopes to hold a demonstration day so we can all see how it works. Details will be announced in Aspectivity. Come along and check it out!

Fair winds and soft landings!

Numb Thumbs

VARMS TROPHY 2006/2007

This competition for 2 metre, 2 channel rudder/elevator thermal gliders will be a 7 event competition in 2006/2007. It will be held on the following dates.

October 8, November 12, December 10, February 4, March 4, April 1 and May 13.

As usual, we will endeavour to provide a low key fun introduction to competitive thermal gliding. Assistance will be freely available on each day. The club winch will be available for all competitors.

HOPE TO SEE YOU THERE.

BRIGGS FIELD (HIGH STREET RD) RULES

To avoid any misunderstandings, here is a re statement of the Committee decision regarding the flying areas of Briggs field.

NO PLANE, NEITHER GLIDER NOR POWERED, IS TO BE FLOWN EAST OF THE NORTH/SOUTH ACCESS RD WHICH RUNS FROM THE CARPARK TO THE POWER STRIP. THIS DECISION IS IN EFFECT NOW.

THE TRAINING DATES FOR 2006 ARE AS FOLLOWS:

JUN 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. 8.15 P.M.

Apologies: – Ian Pearson, Martin Hopper, & Antony Howard.

New members and Visitors – two..

April, Meeting Minutes – accepted as read - .Matters Arising – Nil.

Correspondence In- - Various incl. , VMAA Exec., Committee minutes for April,06 Sundry from Knox Council plus responses from various members to Club Survey – as mentioned in Aspectivity, ,on Briggs Field usage

Matters arising – Nil

Correspondence out – Letter of thanks to Tony Fincham, for kind donation of ARF glider and radio set for Club training fleet use.

President's report.

Briggs Field –

Sub committee to review **proposed changes to days and times of field usage** by power and glider flyers – report to be made to next Club general Meeting

Main Access gate . – reminder that this gate can be left unlocked after first member enters for flying. – the last to leave must ensure ,the gate is correctly padlocked. No uninsured or ex- members are to be permitted to use filed. Insured “visitors” are allowed only 2 visits per year – otherwise they must sign up as full Club members and pay appropriate membership fees.

Slashed area close to power strip for use in parking vehicles & trailers. Vehicles parked here and not in main car park ,are at “owners risk At all times the crushed rock area ,bounded by the poles, is to be kept clear of all vehicles ,except for unloading & re-loading of models & gear. Frequency board will remain in present location- save for possibly competition days and aerotow flying afternoons. – alternatives to be considered next month.

New wooden telephone pole needed– possibly two. Are any members able to assist in sourcing these items?

Electric Glider Event – Alan Mayhew & Gerry Carter presented a proposal for low key electric glider event to allow for diverse group of models to be flown ,with rules to compensate for different motors used.eg all motors from Speed 400 to hottest brushless units permitted. – Trial day to be held in forthcoming months – details in Aspectivity.

New Competition calendar submitted to VMAA. Thanks to Gerry carter for this.

Ian Cole Website . – reference to “new” Slope Aerobatic Rules is inaccurate.-not VMAA approved. VARMS to be running this day in September,06 on the same rules as previously.-members encouraged to join in.

New 2.4G Radios & Park Flyers . – MAAA has certified these ,with Park Flyer models. – whole issue however very confusing. The 2,4G Radio, JR SpectrumDX6 is **NOT TO BE USED** at any of Club flying sites until issues are sorted out.

Camperdown Slope sites – VARMS to arrange for signage, to ensure that approval is obtained from property owners before flying.

Site Liaison . – no notice of any changes to Club current situation with Parks Vic.

Drainage works around containers & shelter completed and working satisfactorily. Changes may be necessary late to improve performance.

Roofing of containers – several offers of help – suggestions need to be evaluated.

Drain near power site – heavy walled PVC pipe or similar, to be installed ,to cover in the drain, near runway.

Committee resolved to **lower Club fees for coming year** – Seniors – less \$10 . Pensioners /, Associate, full time student & Juniors– less \$5 - Current Invested funds(\$42k approx) to be retained against funds required to set up alternative flying site, if Club has to later vacate Briggs field..

VARMS Trophy 06 - 07– 7 events in new contest year – starting in October, 06.

Treasurer- See update financial statement in this months Aspectivity.

Contest Director -David Pratley – Report on recent Open State Thermal Champs- next Open Thermal round – Briggs field – 19 may,06. Nationals 29 Dec. 06 to 6 Jan 07.

VMAA Trophy 07 – call for expressions of interest , esp. from Club Juniors.

Registrar – 190 paid up members,incl.179 seniors.

Field Maintenance –Ross Peasey, mowing roster manager. Field very soft currently.

Editor.-no report,

Around the Shops . – Hawthorn hobbies & David Pratley ,have variety of ARF Electric Kits with motors, gear boxes & speed controllers included.

Special Interest Groups . – Scale Glider Group. – Reports by Colin Collyer on Swan Hill meet & recent Aerotow afternoon at Briggs Field. – notice of Ballarat Meet – 21st May and Wagga Scale w/e. VARMS Scale Club night – set for August general Meeting – “stand off Scale” participants encouraged.

AT THE NAB

Income V's Spending
Between 1/05/06 and 31/05/06

Income Categories

Fundraising	\$140.00
- Raffle Mar-May	\$140.00
Subs 05/06	\$261.00
Total Income	\$401.00

Expense Categories

Administration	\$39.00
- Equipment	\$28.20
- Photocopies	\$10.80
Aspectivity	\$500.50
- Printing Mar-Apr	\$500.50
Bank Fees	\$1.00
Briggs Field	\$229.85
- Maintenance	\$229.85
Insurance	\$420.00
- General	\$420.00
Raffle Expenses	\$46.42
Rent	\$641.68
Church Hall	550.00
HSR	\$91.68
Total Expense Categories	\$1,878.45

CURRENT BALANCE **\$5,372.03**

Mowing Roster

Bruce Robinson	9887 8996	15/ July
Brian Martin	9878 2170	22 July
Greame Hollis	9739 4886	29 July
Ross Peasley	9877 2215	Completed
Brian Spencer	9878 7207	10 June
Henri Wohlmuth	9764 1921	17 June
Keith Heale	9509 6829	24 Jun
Malcolm Buckmaster	9763 1632	1 Jul
Jim Baker	9803 2185	8 July

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

Minutes of General Meeting contd.:

General Business:

Des Bayliss - History of VARMS Club on disc presented from Des. – very comprehensive. – see Ian Slack if copies are needed

Show & Tell – Colin Smith presentation of design concept and construction of scale flying wing with unique floating "Flaperons."

Meeting Finished 9.20 P.M.

HISTORY OF VARMS

Our club historian, Mr Des Bayliss, has produced a series of documents which detail the history of VARMS, the history of the League of Silent Flight plus information concerning matters such as Contests and World Record results. Also available is a copy of every cartoon produced in Aspectivity or its predecessors. These documents are available to all club members on CD on request. Please contact a committee member.

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.

For Sale

Due to a change in recreation interests, I am now selling off all my radio control assets.
Here is the list of my assets.

- 1 x Southern Sailplanes Ricochet with thermal and sport wings, including battery, receiver and servo's, E/C.....\$300.00 ono
- 1 x Southern Sailplanes Hornet, with flapped wings, incl. receiver, servo's etc, E/C.....\$250.00 ono
- 1 x Southern Sailplanes Prelude Plus, incl. receiver, servo's plus Hitech Ranger 2 (needs certification) etc, G/C.....\$180.00 ono
- 1 x Great Planes Lear 35 kit, c/w mechanical retracts \$200.00 ono
- 1 x Extra 300 ARF, now RTF with Force 46, servo's etc. plus Hitech Focus 4 transmitter (needs certification) \$300.00 ono
- 1 x Super Constellation PSS, needs covering and flight pack fitted to fly.....\$50.00 ono
- 1 x Hitech Prism 7 Transmitter needs certification.....\$200.00 ono
- 1 x Challenger 720 transmitter, needs certification and r/h stick trim to be checked.....\$70.00 ono
- 1 x Multi-Q 12vdc field Tx, Rx and glow booster charger E/C \$50.00 ono
- 1 x Zenoh G23, crank shaft needs checking for alignment after kissing the earth, plus h/d electric starter, 1 litre tank, hand crank fuel pump, plug spanner.....\$250.00 ono
- 1 x Dremel scroll saw, c/w spare blades, E/C..\$120.00 ono
- 1 x foam core cutter, custom made, incl. controller on wheeled stand plus sizing board.....\$70.00 ono

Plans: 80" Harvard \$40.00 ono

Many other's, make me a reasonable offer.

Spray painting gun \$30.00

Videos:

Sensational Air Race Adelaide 1999\$20.00

Endless Lift 1 & 2\$60.00

Airborne to be Wild – RC soaring and combat \$30.00

Old Buzzard Goes Flying – RC thermaling \$30.00

Wings N Things Electric flight video \$20.00

Books:

Radio Control Foam Modeling – David Thomas \$25.00

Model Aeroplane Building – Peter Holland \$25.00

A Complete Guide to Radio Control Gliders – George Stringwell \$30.00

Radio Control Giant Scale Aeroplanes – David Boddington \$30.00

Scale Model Gliders – Cliff Charlesworth \$35.00

All interested modelers are asked to contact :

Kevin Robertson

Email: drafty43@hotmail.com

Mobile: 0414 578 477

Home: 03 9796 5604

Just a quick reminder the Scale Comp is on in August. I have heard on the grape vine a lot of good stuff is not far off completion. Now is a good time to plan how it is going to be finished in time. What better way to celebrate a model than with the admiration of your friends. Once again I encourage “close to completion” or “concept of scale projects” to stimulate conversation and to give you a push along. If you need help with technical issues feel free to place a question on the forum at www.scalesoaringaustralia.com

Just a reminder the comp is open to all VARMS members. Other interested VMAA Members and Guests are welcome to visit on the night to check out what we can do.

I take a moment to tell you about Bob McEwin in SA. Bob and I email each other several times a week about technical work issues. It turns out Bob is the gun salesman for a Rockwell Automation distributor in SA. I work for Rockwell Automation in the Melbourne Head Office. We didn't know that we had the same interests until Bob dropped in on Chris Carpenter, a well know hobbies in Adelaide and saw an email from me to Chris. It's amazing how we bump into each other. Recently I was just looking over the e-mail in tray from Bob and realised we initiate comments about finding solutions for our customers and continue the dialogue with how the flying was the previous weekend. Bob has built several sophisticated and complex power models but Chris and I have converted him to gliding.

Bob loves power models and in the interest of “running in a motor” Bob built a tug. Well the motor is run in now and in the process found out Glider folks are good company. Chris then found a Calif kit out of Sydney and after 18 months to put it together Bob just had to wait for 6 months to find the right day to get it into the air. Bob's next project is one of John Copeland's 4 Meter Foxes. I just have to find a good business excuse for Bob to come over to visit us but he trying to get to Bordertown.



RCGA - Open Thermal League Competition 2005-06 Overall Results

Events

Flown

Position	Name	Event 1 Briggs 2-Oct-05	Event 2 Bendigo 6-Nov-05	Event 3 Briggs 11-Dec-05	Event 4 Briggs 15-Jan-06	Event 5 Warrnam- bool 19-Feb-06	Event 6 Briggs 9-Apr-06	Event 7 Cancelled	Event 8 Diggers Rest 28-May-06	Total Score	Best Six Score
1	Gerry Carter	994	715	1,000	1,000	995	996	0	999	6,699	5,984
2	David Hobby	0	1,000	997	886	1,000	1,000	0	1,000	5,883	5,883
3	Jim Houdalakis	1,000	905	994	900	920	939	0	1,000	6,658	5,758
4	Theo Arvani- takis	585	923	994	992	884	923	0	999	6,300	5,715
5	Graham Nor- man	880	999	977	881	887	924	0	996	6,544	5,664
6	Alan Mayhew	907	927	968	813	913	927	0	994	6,449	5,636
7	Daniel Haskell	957	662	984	963	0	943	0	992	5,501	5,501
8	Dave Pratley	874	0	961	913	902	843	0	961	5,454	5,454
9	Max Kroger	914	174	0	993	828	932	0	963	4,804	4,804
10	Brad Wilman	841	0	0	795	747	879	0	994	4,256	4,256
11	Steve Keep	0	858	0	0	966	1,000	0	985	3,809	3,809
12	Norm Ripp	0	566	0	0	0	589	0	455	1,610	1,610
13	James South- well	0	0	0	0	0	0	0	947	947	947
14	Grant Lewis	0	0	0	0	851	0	0	0	851	851
15	Gary Whitfield	0	731	0	0	0	0	0	0	731	731
16	Tim Lennon	695	0	0	0	0	0	0	0	695	695
17	Roger Ste- phenson	52	0	0	0	0	0	0	0	52	52
	Total Pilots	11	11	8	10	11	12	13			

Proposal for a new Competition Format

The new format is aimed at electric assisted glider pilots.

Below is a summary of the concept with some of the draft rules.

The committee hopes to have a demonstration day soon...

ELECTRIC LAUNCHED THERMAL GLIDING RULES

Summary:

This is a club oriented competition that emphasizes thermal skills and judgement and includes a small reward for landing precision. Two clocks are started when the model is launched. One clock measures the motor run time and the other the flight time. The score consists of *Flight Points*, less *Adjusted Motor Run*, plus *Landing Bonus*. To allow different models to compete on a more or less equal basis, the *Adjusted Motor Run* is a calculated figure that takes into account the type of motor being used. For Speed 400 motors the deduction is 30% of the motor run time. At the other end of the scale, for brushless motors, the deduction is 100% of the motor run time. For brushed ferrite motors the factor is 50% and for brushed cobalt motors the factor is 80%. The target flight time is set by the CD on the day in the range from 6 minutes to 10 minutes. A *Landing Bonus* of 25 landing points applies to landings within 3 metres of the spot, and decreases by 5 points with each 3 metre further distance. Only one motor run is allowed so the pilot must make a judgement about the minimum height needed to achieve the target flight time.

Other Rules:

No limits on models, motors or batteries as long as the model complies with FAI requirements.

No fixed or retractable arresting device (i.e. bolt, saw tooth-like protuberance, etc) is allowed to slow down the model aircraft on the ground during landing.

The competitor may use two model aircraft in the contest.

The competitor may combine the parts of the model aircraft during the contest, provided the resulting model aircraft conforms to the rules and the parts have been checked before the start of the contest.

All ballast must be carried internally and fastened securely within the airframe.

The competitor (pilot) must operate the radio equipment.

Each competitor will be allowed either one or two helpers according to the conditions of the day. The CD will make this decision. If conditions permit, one helper only is preferred so that the competition will run more quickly.

The competitor is entitled to a new working time if:

- a) His model in flight collides with another model in flight
- b) His attempt was hindered or aborted by an unexpected event, not within his control.

The flight in progress is annulled and recorded as a zero score if the model aircraft loses any part during the launch or the flight, except when this occurs as the result of a mid-air collision with another model aircraft.

The flight is recorded as zero score if the propeller is seen spinning for any reason after motor shutdown.

The model should be launched within 10 seconds of the CD's order to start the group.

The 'working time' is the target flight time plus 20 seconds. The extra 20 seconds provides for those who may overfly the target time (to a small extent) to complete the landing without rushing and thereby gain their *Landing Bonus*.

If the model has not come to rest on the ground before the working time ends then a *Landing Bonus* will not be awarded.

Any model aircraft launched prior to the start of the working time must be landed as soon as possible and relaunched within the working time. Failure to comply will result in cancellation of the competitor's score for that round.

There is no limit to the motor runtime.

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Contest Director TBA.....	
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Ordinary Member Martin Hopper.....	9873 8256
Ordinary Member David Pratley.....	9887 0558
Registrar Ian Slack.....	9489 3001

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

<p>If undelivered return to: P.O. Box 4096 Knox City 3152</p>

VARMS TROPHY 21 May 2006

A surprisingly good day! No rain and a fairly gentle breeze. Unfortunately the pleasant North-erly which had been blowing all morning decided to swing to the West just as we started and most of the lift went with it. Still we got through 4 rounds before it started to get a bit cold. It was pleasing to note the improvement in techniques shown. The landing task was certainly being achieved by more competitors in each round compared with our early events. Congratulations to Les Cleeland who showed that he had not lost any skills doing his long absence.

Posi-		Rnd	Rnd	Rnd	Rnd	To-
1	Les Cleeland	851	977	1000	959	378
2	Paul Jacobson	959	815	1000	873	364
3	Max Haysom	1000	862	711	1000	357
4	David Weller	903	758	909	980	354
5	John Needham	826	958	868	812	346
6	Leon Carlos	872	577	904	959	331
7	Frank O'Neill	918	1000	838	467	322
8	Peter Cossins	903	627	665	934	312
9	Jim Baker	872	727	635	680	291