



# Aspectivity

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

July 2006



Issue 390



The Queue, waiting for a tow.  
Aerotow, Briggs Field, 25/06/06  
Ian Slack

## Next General Meeting

**Glen Waverly  
Primary School**

**Friday  
July 14th**

EDITOR

David "Numb Thumbs" Jones

Deadline : August 2nd

## Upcoming Events

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

# *Presidents Report July 2006*     *Max Haysom*

Hopefully, you all will have received the 3 letters mailed out this month, Renewal Form, Committee Nominations/Proxy vote and the "Proposal" Survey to members. Remember, if your VARMS club subscription and MAAA affiliation (insurance), has not been paid, you should not fly.

It has been a busy year for me. The only consistent flying for me, this year, has been the VARMS Trophy; no practice just the comps and a few hours with my favourite park flyers. I plan to do more in the coming year depending on how things pan out. I have a Speed 400 powered electric glider that should qualify for the proposed electric glider event and I urge all of the members with electric gliders to join me in the "trial days" for this event. A good cross section of models and pilots will give the rules a thorough workout.

Don't forget the new season's VARMS Trophy events that should start up again in a few months. The rules will be the same; all we need is more member support that faded a bit towards the end of this season.

VARMS has benefited much this year. Selection and preparation of the new power /aerotow strip, a new road to this area and safety poles and barriers installed. We are now consistently cutting a wider glider field, relocation of the toilet and some drainage work to keep the shelter area dryer underfoot. We negotiated new entrance arrangements and temporary water supply. Investigations continued into the RF interference. New cable drums as tables have proved worthwhile. Surprisingly, our expenses were still very close to last year. Despite getting help this year, the new committee will still have much to do next year.

I would like to thank all of my fellow committeemen who were so helpful over the past year. So too all of the volunteers, training and field preparation rosters, without the services of these special members we simply could not have achieved so much.

The current member survey looks like finishing with a good return rate with around 30% returns already in and, with 13 days to go we should finish with about 65 - 70%, which is very good. We have had several letters from members, related to the survey, two members requesting them to be them published. We have obliged and included a considered response.

The 2006 VARMS Annual General Meeting will be held immediately following the next General Meeting. Come along and be a part of the action.

I have enjoyed serving you in my time as President.

Thank You.

**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.

## **Mumblings from Numb Thumbs**

Fellow Members, there is a proposal before the Club to swap the flying times for power and gliding on two days of the week. This came about because some glider pilots and some power pilots have approached the committee and asked to make this change because it better suited them.

This seems to have started another round of "Us versus Them" in the club. I think it is important that we all remember a few simple points:

- ✦ The flying hours roster was forced upon us (in December last year?) by the EastLink construction works and safety concerns.
- ✦ No reduction in "Glider" hours is suggested.
- ✦ We are all flyers, and many members fly all sorts of planes.

So can we all just go flying?

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 09/06/06

Held at Glen Waverley Primary School. Comm. 8.15 P.M.

**Apologies:** – Ian Pearson, Martin Hopper, Peter Stapleton, Roger Stevenson, John Bird, & Barry de Kuyper.

**New members and Visitors** – Nil.

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

**Correspondence In-** - Various incl., VMAA Exec., Committee minutes

**Matters arising** – Nil

**Correspondence out** – Letters of Thanks for equipment donations.

**President's report.**

**Briggs Field** –

**1 - Field usage** – Max spoke to a proposal to change the hours of operation. to reverse the power/glider times on Tuesday & Thursday. After some discussion, it was agreed to put this question to the whole membership for decision.

2.- Please inform your committee if you want to **change the style of raffle prizes**. Would gift vouchers be more suitable?

3.-**Aero tow** – Max raised the matter of frequency control on aero tow days. It was agreed to trial using the portable keyboard at the pits on aero tow days. Main keyboard is to be locked with separate padlock. Also, care must be taken, to ensure that spectators remain 30 metres away from flightline i.e. remain on far side of car park and that the take off area is away from pilots queuing.

Site Liaison – Success in contact with responsible person at Seita. Our Club concerns sent on to planners & project developers. Seita promised to mail out current plans & arrange meetings if these are needed on site.

**Registrar -191** paid up members at present – Down 46 from this time last year.

**Club Training.** – Going very well. VARMS Trophy results to be announced at July Meeting.

**Field Maintenance**- New track needs time to bed down – care needed meanwhile until surface consolidates.

**Treasurer**- Club accounts I good shape. Current account is \$\$5370 as at tonight, plus investments. Funds only \$400 down on same time last year, when Club had larger membership base

**Contest Director** – no report – David Pratley is away at Jerilderie.

**Editor**-no report,

**Round The Shops.** Rojas Hobbies – Donated raffle prize. Many thanks Hawthorn Hobbies: Epp Slope Soarer Redback \$130 RG15 wing section. Very complete.

**Special Interest Groups**

**Scale Glider Group:** Colin Collyer advised that the last aero tow day was well attended. However, the group is now down by two tugs, Tony Greiger has advised that he wants to pursue other interests and Theo's tug was re-kitted after battery failure. Next event will be Lameroo. A long way but good facilities. Horsham event now transferred to Bordertown. Scale static event AUGUST Meeting.

General Business:

**Meeting dates** – a suggestion was put that the committee consider shifting the day of the Club meeting so that it does not clash with Long Weekends and other Public Holidays – Committee to consider.

Glenfern Road. – A question was asked re using Glenfern road, Meeting advised that this site is still available for use by all VARMS members.

**Meetings** – **It was put to the group that meetings were boring and needed more member displays. Colin Smith suggested that show & tell at next meeting be on the subject of home made tools.**

**Presentations.**

**Malcolm Buckmaster** demonstrated an engine sound system for electric scale models. Excellent realism.

Russ Norton reported on Ray Cooper's latest record attempt. Distance was approx 140kms. Also Aerosonde has achieved over 39 hours in one flight at their Hamilton test area.

Ian Slack showed the results of a recent mid air collision & discussed how the repairs were being conducted.

**Andrew Allen** showed the progress on his latest scale project. He is modelling a Platypus E.65. He has spent approx 140 hours on fuselage so far.

**Raffle** – The major raffle prize was an S2G electric monoplane kit kindly donated by ROJ's Hobbies. It was won by Max Mc Cullough. Minor prizes were won by James Gleason & John Dundas.

**Meeting finished:** 9:25 p.m.

**AT THE NAB  
Income V's Spending**

**Mowing Roster**

**Between 1/07/04 and 30/06/05**

	04/05	05/06
<b>OPENING BALANCE</b>	<b>\$1,087.63</b>	<b>\$4,855.88</b>
<b>Income</b>	-	
Bank Interest	\$1.32	\$0.94
Donation	\$10.00	\$161.80
Fundraising	\$2,013.80	\$3,074.55
Auction	\$2700.05	
Item Sales	\$90.00	
Raffle	\$374.00	
Sundry Income	\$1,118.00	\$90.00
Subs 05/06	\$43,907.00	\$33,948.00
Subs Early Payments 06/07	\$1,332.00	\$3,123.00
<b>Total Income</b>	<b>\$48,382.12</b>	<b>\$40,412.29</b>
<b>TOTAL</b>	<b>\$49,469.75</b>	<b>\$45,268.17</b>
N.A.B. Investment - Maturing 26/8/03	\$39,043.47	\$41,151.82
<b>Expense Categories</b>	-	
Administration -	\$2,844.84	\$1,385.72
Badge & Uniform	\$90.20	
Equipment	\$414.20	
General	\$60.00	
Membership	\$86.50	
Photocopies	\$129.00	
Postage	\$410.00	
Registration	\$112.00	
Stationary	\$83.42	
Aspectivity	\$5,436.22	\$3,190.92
Auction Payment	\$1,249.20	\$2,434.50
Bank Charges	\$149.60	\$63.00
Briggs Field	\$4,587.62	\$6,666.78
Maintenance	\$5224.94	
Mowing	\$607.69	
Other	\$325.15	
Sanitary	\$49.50	
Tractor Maint.	\$459.00	
Donations	\$300.00	
Fee Refunds	\$917.00	\$310.00
Insurance	\$26,285.50	\$19,528.50
Flying	\$18893.50	
General	\$635.00	
Raffle Expenses	\$519.21	\$351.37
Rent	\$1,491.73	\$1,700.08
- HSR	\$550.08	
- Church	\$550.00	
- School	\$600.00	
Supper/BBQ	\$404.45	\$304.87
Supper	\$23.35	
BBQ	\$281.52	
Training	\$336.40	\$1,268.10
Equipment	\$1242.60	
General	\$2.50	
Repairs	\$23.00	
Trophies	\$92.10	\$20.00
<b>Total Expense Categories</b>	<b>\$44,613.87</b>	<b>\$37,223.84</b>
<b>CURRENT BALANCE</b>	<b>\$4,855.88</b>	<b>\$8,044.33</b>
<b>TOTAL</b>	<b>\$49,469.75</b>	<b>\$45,268.17</b>

Bruce Robinson	9887 8996	15/ July
Brian Martin	9878 2170	22 July
Greame Hollis	9739 4886	29 July
Ross Peasley	9877 2215	5 Aug
Brian Spencer	9878 7207	12 Aug
Henri Wohlmuth	9764 1921	19 Aug
Keith Heale	9509 6829	26 Aug
Malcolm Buckmaster	9763 1632	2 Sept
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**

**Hitec Eclipse7 computer radio, PPM version**  
**with 1600 mAh NiMh battery, wall charger and manual.**  
**Selling because I have run out of model memories!**  
**\$180**  
**Neil Pollock**  
**9598 7154 H**

**VARMS  
ELECTRIC  
GLIDER**

**MORE THAN JUST A FAN ON  
THE NOSE, AN OPPORTUNITY  
FOR THE CLUB  
SHOW AND TELL AT THE  
MEETING ON FRIDAY.**  
**See Page 7 for details**

# VARMS TROPHY 2005/06

**Ian Slack**

The trophy's for the VARMS TROPHY will be presented at the next General meeting on 14 July 2006. Results for the 7 events are shown below. As this event is for beginners, Max Haysom is not eligible for a Trophy and therefore John Needham is to be congratulated on a very consistent season.

## VARMS TROPHY 2005/06

Place	Competitor	Event 1	Event 2	Event 3	Event 4	Event 5	Event 6	Event 7	final total
1	Max Haysom	915	940	938	958	810	943	<b>1000</b>	6503
2	John Needham	0	732	840	970	712	914	884	5052
3	Paul Jacobson	634	0	709	851	<b>1000</b>	963	834	4992
4	Frank O'Neill	0	780	764	845	746	851	751	4736
5	Leon Carlos	<b>1000</b>	799	871	854	0	874	0	4398
6	Ian Slack	917	826	819	<b>1000</b>	0	0	0	3562
7	Peter Cossins	0	0	885	815	941	826	0	3467
8	Lou Rodman	631	866	651	0	836	0	0	2985
9	David Weller	0	621	0	0	648	937	0	2206
10	Ian Pearson	674	692	0	776	0	0	0	2141
11	Gary McDougall	0	<b>1000</b>	863	0	0	0	0	1863
12	Bruce Clapperton	0	871	0	0	0	0	954	1825
13	Simon Raphael	0	0	853	0	857	0	0	1710
14	Graeme Hollis	698	0	737	0	0	0	0	1436
15	Jim Baker	660	0	0	0	0	769	0	1429
16	Martin Hopper	649	0	0	776	0	0	0	1424
17	Roger Stevenson	665	0	0	688	0	0	0	1353
18	Alan Mayhew	0	0	<b>1000</b>	0	0	0	0	1000
19	Les Cleeland	0	0	0	0	0	<b>1000</b>	0	1000
20	Tim Lennon	0	0	0	946	0	0	0	946
21	Michael Lui	0	937	0	0	0	0	0	937
22	Gerry Carter	0	0	846	0	0	0	0	846
23	Neil Spencer	0	868	0	0	0	0	0	868
24	Steve Lunney	0	0	754	0	0	0	0	754
25	Andrew Allen	0	0	0	763	0	0	0	763
26	Daniel Malcman	0	0	0	0	719	0	0	719
27	Colin Smith	0	713	0	0	0	0	0	713

# **VARMS ELECTRIC GLIDER**

Do you fly an electric glider of any kind? A lot of members do and they are becoming increasingly popular. It's no wonder. Electric gliders are affordable, clean, quick and easy to get into the air and allow lots of time to develop those soaring skills.

With all this in mind we will be holding some electric glider fun days (see dates below).

Come along and you'll get lots of help from others and have a great day. All you need is your electric glider. There's no size limit on glider, motor or battery.

Later on the fun days will lead into an easy style of competition run to a new club level format (see below). The idea of this format is to give every glider, regardless of size, motor or battery, a good chance to win. The fun days will let everybody try it out, see how well it works and make changes if necessary.

Dates for fun days : Aug.13. Sept.10 1 pm. High St. Rd.

Date of comps : Oct. 8 Nov.12 Dec.10 1 pm. High St. Rd.

## **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*. The target flight time is set by the CD on the day, in the range from 6-- 10 min. 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 , it's power used and the model weight. A *Landing Bonus* of 25 landing points applies to landings within 3 metres of the spot, and decreases by 5 points with each 3 metres, up to 15 metres from the spot. **ONLY ONE MOTOR RUN IS ALLOWED** so the pilot must make a judgement about the minimum height needed to achieve the target flight time.

## THE THINGS YOU SEE AT THE SLOPE !

The start of June was freezing, wasn't it? Probably the coldest for yonks and the long weekend was no exception. Saturday was just plain 'orrible with freezing rain and the forecast for Sunday not much better with winds from the south at 20—25 knots, but only a few showers, and then it was back to freezing rain on the Monday with no wind. Yeah, right !.... Long weekend....typical !. Slope fliers are a tough lot, just ask any of them, but this was ridiculous....we hadn't had a good slope day for ages so it was with some trepidation that we checked the forecast on the net on the Sunday and decided that it was today or 'nuffin'. A quick ring around to see who else was allowed out to play and then it was Kilcunda with its 20 to 25 knots . Slacko picked me up at about 10.30 (share a car and share the expense) and true to the forecast it drizzled a bit on the way down but the airsock at Harewood airport was at least horizontal and pointing in the right direction so we knew we were in for a good blow. Arriving we saw at least 5 or 6 planes in the air and a few cars but no keyboard in evidence.....they all knew each other !!!!!!! Portable keyboard out, taped to the side of the car and keys in slots and switch on . First blood to me, 'cos unfortunately I shot a plane down on the same frequency. Fortunately no damage BUT it ALWAYS pays to double check that the fliers up on the slope are aware of the keyboard and are using it. Its also strange how many fliers haven't got a clue what a frequency key is for, let alone how a keyboard works. Perhaps its time we had a Glenfern Rd type nailed to a fence down there? Anyway, we were there to fly and fly we did.....for at least 20 minutes when we just had to come down to thaw out..... it was that B cold!!!! By now there were 10 or more slopers some from the island and others from SWAMPS club just outside Cranbourne. They were asking when VARMS members were coming down to their field to aerotow ? Errr... Errrrr..... Ummm....err.....pass that one over to the scale group. Great bunch of blokes so lunch was a good time to swap stories and build details and funnily enough learn what was happening to VARMS club and the freeway. **Did you know that** we had lost our field and weren't getting another site! **Did you know that** a Developer had bought our field for yet another housing estate! **Did you know that** ...sorry but I've forgotten a couple of the other more farcical rumours. Fortunately Committee member, Ian Slack, was on hand to scotch these wild and fanciful rumours and we had a good chuckle over them..... but its funny how things get started, isn't it?

After an extended lunch break and with everybody nice and warm and dreading going back up the slope in that freezing cold wind you can imagine our surprise when a VW Combi van drew up at the North site gate, then, with its engine revving fit to burst it snaked up the hill and slammed to a halt directly below the fliers, nearly going down the ditch. The side door flew open and a stark naked man jumped out and proceeded to run around the slope !!!!! **Streaker on the slope !**.....and not a camera to be seen. Remember it was absolutely freezing and blowing hard..... 25 knots at least. First of them we've had to my knowledge.

The majority of planes present were EPP or white foam/brown paper warbirds and one of the guys had a hand held radar speed gun. The flyer being clocked managed to clobber the clockee but it was only with an EPP wing and fully intentional by both parties and with no others about. No damage to either plane or human and they could not do it again even though they tried, and tried and tried. It would seem that PSS is very popular at the moment, with a few Mustangs, a tiger shark, Tucano and a Zero plus a few others and the usual array of flying wings flashing about. Only a little bit of combat by participating adults but they were close in and didn't play for long, but perhaps the strangest thing was a Phoenix EPP Stiletto still being flown and enjoyed by its current owner. Why strange? Well, I had brought it back from Pommyland in 2000, flown it to death....sold it to Martin Hopper who mastered the art of crashing with it abandon and now it turned up at Kilcunda still scruffy with its tape covering, very dented and well worn but giving its current owner oodles of fun. Good stuff this EPP!

All in all a great day with a great bunch of blokes and to crown it all a 3ft long pushrod plus a tiny rudder pull pull control horn were found on the slope. By a strange coincidence they were exactly in the rough area that Ian Slack's Swietzer 1-26 bit the dust after a mid-air the previous time we were down there.

*Its funny what you find at the slope !!!!!*

**Colin Smith**



## **ITS YOUR TOOL SO LETS ALL HAVE A LOOK ! Colin Smith**

This upcoming meeting is the one where members traditionally sit on their hands in case they have to help run the club.....yes it's Annual General Meeting time again. The one saving factor for the AGM is that it is over quite quickly and we can do what we really came to do and that is talk about our hobby.

However, this year how about something a little bit different after the boring bits....

The idea is that we do a small "show and tell" about our hobby but not so much 'what we are building' or rather in most cases, "What we would like to be building" but lets talk instead about all those fascinating little tools we knock up to help us build our masterpiece's. For example.....if you see the Scale Soaring Association web page and scan the project being undertaken there is a really nifty "wotsit" built by Barry De Kuyper for accurately measuring those fiddly little shear web pieces...simple to make and very, very, time saving . Hopefully Barry will show it. Ian Slack has 101 uses for a fruit container, and I know that Colin Collyer has heaps of such ideas. In fact I've got a few myself.....so lets share them with others. Russ has promised a photographic spread so don't be shy ..... bring your self made modelling tools to the AGM and tell us about them.

**Colin Smith**

## **Wanted**

### **Second Hand JR Transmitter (2 required)**

**Is to be used as a "buddy box" slave transmitter so MUST have SOCKET for trainer cord. Does not need to be certified or have any special features or any crystal.**

**Contact Ian Pullar – ah 9428 4365. or at [ianpullar@yahoo.com.au](mailto:ianpullar@yahoo.com.au)**

## **For Sale**

Small amount of specialised fibre Glass cloths, Kevlar,S Glass and Unidirectional Carbon Grafite materials, ideal for Vacum bagging at resonable costs.Also thick Mylar for bagging.

Hacker B40/9L Motor with gearbox and 70 AMP Speed control.Aeronaut 14x9/35.5x23cm Carbon folding prop and spinner, used twice bargaen at \$500.00.

"Enigma" moulded DHG in undamaged condition, ready to fly just add crystall \$450.00.

Contact Chris Joy on 0412403353 or [www.gridsob@hotmail.com](http://www.gridsob@hotmail.com) for details.

## **An Apology...**

**Owing to my misinterpretation of an email received with a photo last month, I attributed a photo to the wrong person. I stuffed up!**

**The photo of Michael Lui's Bergfalke MU-13e on the cover of June Aspectivity was taken by**

**Henryk Kobylanski**

**Sorry, Henryk and Michael!**

# Letters to the Editor

## To the Editor Aspectivity

Dear David

What's happened to the focus of VARMS in recent times? I was of the understanding that the founding of VARMS, was for the purpose of model soaring (gliding). It was never intended to incorporate power flying at all.

There were already many clubs in existence for that purpose and the founders realised that gliders were in a category of their own. Hence the need for a unique association such as VARMS.

Just to throw some light on the events that have changed since our inaugural days. Slope soaring was initially the main drive in our hay days of this association. No doubt the need to fly gliders even when it was calm, encouraged more thermal flying and the need for a flat open field. Briggs Field was finally chosen for a home base of our R/c gliding members. For a number of years bungee and winch launches were acceptable and seen as the only method for models to get airborne. The hassles associated with these methods of towing gliders into the air are quite familiar to everyone. When aero tows finally came along, efficient glider launching became a reality and is still most desirable.

And here maybe .... ends the story of VARMS .... perhaps?

Is a growing membership so desirable that we should now share our field with power fliers? I for one think NOT! I also fly and have a passion for power models and enjoy this activity on calm days. But I believe that VARMS members who wish to fly their gliders or sailplanes should have first right to do so at anytime, am or pm and every day. Power model flyers, who are not engaged in the process of launching a glider, should have no rights over any glider flyer at all, whether there is only one or a dozen glider pilots present. Varms is, as its name shows, an association of radio model soaring. As a founding member of this Association I would strongly advise our gliding members to stand their ground and refuse any attempts to undermine the aims and needs of our club.

I would not have any objection to power fliers using Briggs Field for their personal enjoyment when no gliders are present. But when they do, should respect the sole right of gliding members and give way when they require the use of the field at any time.

The one issue that has discouraged me from flying at Briggs field over recent years is the annoying knowledge of "that" time table allocated for power and glider flyers. As a member I should not have to think whether or not it is my turn to fly at our home field. It's a real turn off.

In conclusion, I would also draw the line at Electric flyers that are not strictly gliders but power models disguised as such. No doubt this last point would need a revision of rules in order to clarify "what an electric assisted glider launch" in fact specifies. Please keep Briggs Field for what it was designed for - GLIDERS.

**Dieter Prussner (VARMS Mem. No.1)**

---

## **BRIGGS FIELD – HOURS SURVEY REJECTION OF 'FOR' CASE**

Our Committee has gone to great lengths to make sure that all fully paid up financial members can register their vote for or against the proposed change to the allocation of time to power flying and glider flying at our field. They are to be commended for that. It is not an easy issue to resolve and not everybody will be happy with the final decision. What is very important is that a proper and transparent process is followed.

The survey outlines the case FOR and the case AGAINST.

In particular, the case FOR relies on the argument that "... our current rules do not provide equity in usage times even though the same fees are paid and that working 'power' members are unable to use

## Letters to the Editor continued

the field after work except on Saturday morning.”

I totally reject this argument.

Firstly all members, when joining agree to abide by the rules and regulations of the Club as determined from time to time. Accordingly all ‘power’ members have agreed to this and would have known, or should have known the ‘hours’ situation before joining. If they did not know, that is not a problem that the Club has to resolve.

Secondly, it is patently untrue that ‘power’ members cannot fly after work. They can. They can fly a glider just as ‘glider’ members can fly a power model during ‘power’ time.

The simple fact of the matter is that the field is available to ALL members ALL OF THE TIME.

Having said that, I am in favour of the proposed change and will be voting accordingly. What I don’t want to happen is for my vote to be seen as endorsing the above argument.

On a somewhat related matter . . .

‘VARMS’ stands for Victorian Association of Radio Model SOARING.

I would like to see the SOARING put back into VARMS, but not by simply excluding power.

I propose that all new members who want to fly power at our field be required to first gain at least their glider Solo qualification, and preferably their Bronze Wings. Such a move would see VARMS continue as a glider club and be true to its Constitution.

**Gerry Carter**

## Response from the Committee

Members should note that your committee strongly believes that VARMS continues to support Radio-control Model Soaring. VARMS is still the only club providing formal Glider training and providing Glider only facilities. We have a very active glider training program, ably managed by experienced members. It is without a doubt our main source of new members. Sadly many of these new members drift off to other clubs because we cannot retain their interest once past the initial glider training phase or we don’t offer a structured training program for i/c power. We are actively involved in Glider competitions and provide aero-tow facilities for Scale glider flyers.

Members should be aware that power operations were approved by membership vote some 10 years ago and that the current split hour arrangements were only implemented last December, following considerable member consultation and with member approval. These changes were necessary as a consequence of East-Link construction and associated safety concerns. There is no proposal before the membership to cease or reduce glider operations. The only proposal is to swap hours on 2 weekdays at the request of both power and glider pilots. As always your committee will only implement changes affecting critical operational issues following member approval.

**On a lighter note.... Some pickies of why we are in this club.**



Colin Collyer and his well worn Swift



Ian Slack's club project planes.  
Woodstock and Schwietzer 1-26



Geoff Moore and his DG300



Gary McDougall and his Lunak

**Photos from  
Horsham 2006  
Ian Slack**



Barry DeKuyper with his Motorfaulke and Kirby Gull



I recently set out to photograph some of my models in flight, but this turned out to be much harder than I thought.

With a confidence borne of inexperience I set out for the slope with the family compact, 3X zoom, digital camera. The first lesson learnt was that unless you could get an expert to fly the model right past the end of your nose, you ended up with a tiny speck in the distance. Not too discouraged, the answer to this problem appeared to be pretty simple. The old single lens reflex film camera with a 300mm zoom lens was dug out of the back of the cupboard. To get a sharp hand held photograph with a lens of this focal length a pretty high shutter speed was required. This required the use of a fast film. So with a fresh roll of 800 ASA color film it was off to the slope again. The big problem here was tracking the model with the restricted field of view of the viewfinder. Once the model was lost outside the field of view it was impossible to reacquire it without removing ones eye from the viewfinder. However some vaguely acceptable pictures were taken, but the model could only be tracked when it was fairly distant. Also the graininess of the high-speed film produced results that could be best characterized as very ordinary.

At about this stage I was confronted with the choice of giving up and having a few quiet drinks or attacking the problem with some seriousness. Fortunately I noticed that most of the big names in digital cameras were producing quite affordable 12X 'superzoom' cameras with in-built image stabilizers, which allowed sharp hand held shots to be taken with long telephoto focal lengths that would never have been possible before. This really looked like the way to go so I dashed out and bought one, justifying it to the wife on the basis that it would be great for travel photos. The first efforts with this camera were defeated by the old viewfinder problem, made even more acute by the rather poor liquid crystal display used on all cameras of this class. At this point I made the simple open frame viewfinder. It was constructed from a scrap of aluminum sheet and a bit of thin welding rod. The trick here is that the model can be seen when well outside the frame of the sight and tracking is much easier.

I made the frame size correspond to the camera field of view at about half zoom. It is still easy to use at full zoom just by centering the image in the frame. The only critical feature is the size of the peep hole. This is a compromise between aiming accuracy and retaining a sufficiently wide field of view. In my case I found that a 4 mm hole worked well whether or not I was wearing my glasses. The sight was lined up with the camera by bending the wire supporting the frame and taking trial shots. I attached the viewfinder with the tripod screw and worked around all the important buttons and the camera viewfinder. Off to the slope again and hooray it all actually worked and acceptable photographs could be taken.

**Neil Pollock**



General arrangement of viewfinder

A Prelude+ at Kilcunda (430 mm effective focal length!)





**Malcolm Buckmaster explaining how to put the noise back into silent flight!**



**Andrew Allen's Platypus. A work in progress.**

**Ian Slack relating the horrors of a mid air collision, and its aftermath!**



## 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 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 Can- celled	Event 8 Diggers Rest 28-May-06	Event 9 Jerilderie 10-12 Jun	Event 10	Total Score	Best Six Score
1	David Hobby	0	1,000	997	886	1,000	1,000	0	1,000	1,000		6,883	5,997
2	Gerry Carter	994	715	1,000	1,000	995	996	0	999	985		7,684	5,984
3	Jim Houdalakis	1,000	905	994	900	920	939	0	1,000	969		7,627	5,822
4	Daniel Haskell	957	662	984	963	0	943	0	992	943		6,444	5,782
5	Theo Arvanitakis	585	923	994	992	884	923	0	999	932		7,232	5,763
6	Graham Norman	880	999	977	881	887	924	0	996	0		6,544	5,664
7	Alan Mayhew	907	927	968	813	913	927	0	994	825		7,274	5,636
8	Max Kroger	914	174	0	993	828	932	0	963	897		5,701	5,527
9	Dave Pratley	874	0	961	913	902	843	0	961	0		5,454	5,454
10	Brad Wilman	841	0	0	795	747	879	0	994	849		5,105	5,105
11	Steve Keep	0	858	0	0	966	1,000	0	985	985		4,794	4,794
12	James Southwell	0	0	0	0	0	0	0	947	877		1,824	1,824
13	Norm Ripp	0	566	0	0	0	589	0	455	163		1,773	1,773
14	Grant Lewis	0	0	0	0	851	0	0	0	856		1,707	1,707
15	Tim Lennon	695	0	0	0	0	0	0	0	593		1,288	1,288
16	Darrel Blow	0	0	0	0	0	0	0	0	918		918	918
17	Gary Whitfield	0	731	0	0	0	0	0	0	0		731	731
18	Gregg Voak	0	0	0	0	0	0	0	0	339		339	339
19	Roger Stephenson	52	0	0	0	0	0	0	0	0		52	52
20	Tom Dupuche	0	0	0	0	0	0	0	0	0		0	0
21	Marcus Stent	0	0	0	0	0	0	0	0	0		0	0
22	Rod Watkins	0	0	0	0	0	0	0	0	0		0	0
23	Ian Barton	0	0	0	0	0	0	0	0	0		0	0
	Total Pilots	11	11	8	10	11	12		13				

Events

Flown

7

8

8

7

8

7

8

7

8

7

6

6

5

2

4

2

2

1

1

1

1

0

0

0

0

0

0

All material published in *Aspectivity* is the copyright of the author of the article.  
 Opinions expressed in *Aspectivity* may not represent the views of VARMS Inc. the Editor or the Printer.  
 VARMS Inc., the Editor and the Printer accept no responsibility for the accuracy of content.

<b>President</b> Max Haysom.....	9801 3899
<b>&amp; Site Liaison</b>	
<b>Secretary</b> Roger Stevenson.....	9830 8293
<b>Treasurer</b> Ian Pearson .....	5996 5019
<b>Contest Director</b> TBA.....	
<b>Editor - Aspectivity</b> David Jones.....	9481 8516
<b>Ordinary Member</b> David Weller.....	9546 6663
<b>Ordinary Member</b> Martin Hopper.....	9873 8256
<b>Ordinary Member</b> David Pratley.....	9887 0558
<b>Registrar</b> Raoul Wynn.....	98579029

**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**



**Photos from the last  
Aerotow  
Michael Lui**



**Anthony Peate - ASW22**



**Barry De kuyper - Slingsby Swallow**



**Michael Lui - Bergfalke MU 13e**



**Neil Spencer - Lentus**



**David Hobby - KA8**



**Leon Carlos - Bergfalke MU 13e**

**Waiting, waiting, waiting...**



**Ian Slack - Woodstock**

**Tim Moreland -  
Schweizer 1-26**

