



Reg No A0001504U

Aspectivity

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

August 2006



Issue 391



Peter Cossins, sneaking in some practice for the State Slope Aerobatic Championships, perhaps?

**Next General Meeting
Glen Waverly
Primary School**

**Friday
August 11th
Stand Off Scale**

**EDITOR
David "Numb Thumbs" Jones
Deadline : September 2nd**

Upcoming Events

Aug	13	VARMS Training (10am) Electric Glider Fun Day (1:00pm)	High St. Road	VARMS
	26	Scale Aero tow	High St. Road	Scale Group
	27	VARMS Training (10am)	High St. Road	VARMS
Sept	3	F3F Slope Racing	Mt.Hollowback	RCGA
	10	VARMS Training (10am)	High St. Road	VARMS
	17	VMAA State Slope Aerobatic Championships	Mt.Hollowback	RCGA
	24	VARMS Training (10am)	High St. Road	VARMS
	24	Scale Slope	Kilcunda	Scale Group
	24	RCGA F3B League #1	Diggers Rest	RCGA
	29 - 02	Scale Aero tow (Sep 29 to Oct 2)	Bordertown	SSA

Presidents Report August 2006 *Max Haysom*

We have decided to send this edition of Aspectivity out to all of last year's members. As I write, there are about 40 of last year's members who have not yet paid their subscriptions for 2006/2007. Remember, if your VARMS club subscription and MAAA affiliation (insurance), has not been paid, you should not fly at any VARMS flying site.

The revised Briggs Field Rules and Procedures document has been completed and it was intended to add them to this issue. Also we have prepared charts that show the time allocation and disciplines very simply. These charts will be reproduced as larger signs for use at the field entrance and main keyboard. We feel that these rules are both fair and workable. There was some talk, within the VARMS Scale Group, about new safety rules for aerotow operations, but maybe some of their concerns will be addressed by these revised rules.

The Parks Victoria Future Directions Plan 2006, for the Dandenong Valley Parklands has been released in its final form. This plan is important to our future at Briggs Field and it makes no reference to our presence in the DVP. Our site is classified as Special Use Zone B (Multiple Use) and the following references are taken from the plan:

Many types of recreation activities may be appropriate for this zone into the future.

Acknowledge and maintain pre-existing land uses within the Parkland's boundary, which are not compatible with the general park management zones.

To recognise and provide areas within the Parklands where a range of compatible park management, community and commercial uses may be permitted.

To provide opportunities for new commercial or community uses, which contribute to and complement the Parklands' recreational opportunities and settings.

What this is saying to us is that, as the situation stands at present, we will always stand a chance of losing, or, having to share part of our site with another activity. The only way we can be assured is to have freehold land or a secure lease. We have now vacated about 30% of our original site so we may be safe for some time but the competition gliding and aerotow groups, needing the most land, should always be on the lookout for more suitable sites for their activities. VARMS will assist in these endeavours whenever possible. We will go back over our last submission to the Future Directions Plan and make new approaches to Parks Victoria and Local Government with a view to get better and more secure tenure, on at least part of the site, by whatever means necessary.

That's all for now folks,

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: The joy of sloping!

Photo : Ian Slack

Mumblings from Numb Thumbs

This month's meeting is the Stand Off Scale competition. David Down puts a lot of effort into this meeting so please come along and join the fun. There should be a wonderful selection of scale models to look at and cast your vote for.

Sunday, 13th August, is the first Electric Glider Fun Day . Come along and see what this is all about. Should be a lot of fun and hopefully there will be a good selection of planes to look at and see flying. It will also give Alan Mayhew a chance to organize the handicapping system for the Electric Glider Competition to follow later this year.

The Briggs Field Rules are on pages 11 to 15. They can be removed for handy reference!

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 May13.

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.

TRAINING ROSTER

Please contact Dave Weller on 9546 6663.

Aug. 13	Rodney Clipstone
Aug. 27	
Sept. 10	
Sept. 24	
Oct. 8	
Oct. 22	
Nov. 12	
Nov. 26	
Dec. 10	

Volunteers are required to help with training. 2 for each date. Main duties to give "stick time" to those on the program

Have you paid your membership renewal for 2006 / 2007?

Without your continued support we will not be able to continue to develop and maintain our facilities. Without insurance you cannot fly. If you have lost your renewal form you can pick one at the box in the Shelter or call **Max Haysom 9801 3899 (leave a message) or 0414 679 620.**

MINUTES OF THE ANNUAL GENERAL MEETING AND GENERAL MEETING OF 14/07/06

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

Apologies: Martin Hopper , Graeme Hollis , & Russell Naughton. **New members and Visitors - Nil.**

Club Annual General Meeting.

Opened by Public Officer Roger Stevenson.

Minutes of Previous Annual General Meeting: Taken as Read

Matters arising from Minutes: - None. Minutes passed as published.

Election of Office Bearers – the following nomination were accepted unopposed:

President & Site Liaison – Max Haysom **Secretary** – Roger Stevenson **Treasurer** – Ian Pearson
Editor Aspectivity – David Jones **Ordinary Member** – Martin Hopper **Ordinary Member** – Alan Mayhew

Registrar – Raoul Wynn

Contest Director – David Pratley.

Annual General Meeting Closed.

Club July General Meeting Opened

Correspondence In: Various Accs., VMAA Ltr. Re Club fees , Ltr from Willis Aust. Confirming renewal of Club Public Liability Insurance , VMAA Exec. Minutes for June 2006. Consumer Affairs Ltr. On Public Officer Statement , Further responses to members survey on Briggs Field times usage...

Correspondence Out. Various E Mails & ltrs. To Parks Vic. & GWPS with new Ins. Cover attached.

President's Report:

Response to Club Survey on proposed Power/Glider flying times change at Briggs Field.

Reference to ltrs from Dieter Prussner & Gerry Carter , as published in Aspectivity

Club Members Demographics a June 2006 – Total members – 183

	Unknown	Glider	Power	Power/Glider	Sub-Total
VARMS (full)	16*	76	8	48	148
%		51.4	5.4	32.4	77.9
VARMS (Assoc)	2	11	7	15	35
%		31.4	20	42.9	19.1
Overall Total	18	87	15	63	183
TotalM/S	9.8%	47.5%	8.2%	34.4%	

- -* probably members still in training programmes or associates who have not notified their ratings.

Results of Survey

- Total of 183 members(excl Social members) – 115 abstained – Final Vote 15 Against and 53 for proposal . Proposal carried and times to be adjusted accordingly, as outlined in Aspectivity. Survey. N.B Change not to be posted un til new Club Rules & Disciplines are completed & circulated. Probably by end of July 06.

- **VARMS Rules & Purposes (Constitution)** - (to be read in conjunction with Model Rules for Incorporated Associations) minor mods to be completed -as requested by Consumer Affairs Dept.

- **Keyboards**, report on proposed alternative location for keyboards for “organised” flying ie Aerotow & Glider Comps. – intended use of Club mobile keyboard at centre of “ops.” Main keyboard to be locked with Storage Container padlock while mobile keyboard is being used – keyboard to be returned to container once organised flying concludes.

- **VARMS Website.** – anor. offer for setup assistance received by Committee, but action deferred to later date - Domain Name – registered meanwhile on behalf of VARMS

- **Site Liaison** – difficulty in maintenance of road access to Field .due to increased construction activity. – water re-connected temporarily – no other Eastlink activity happening at present ,that impacts on flying site.

Glenfern Rd. Site Both gates recently padlocked due to vandalism at lower farm site – attempt to be made for access to site using VARMS Padlock.-Max Haysom to report next meeting on contact with owners.

Registrar - 191 paid up members at present 237 members at same time last year.

Club Training – Annual Report - Continued on fortnightly basis with only 2 cancellations due to high winds. Thanks to all assisting with programme. 2 new Southern Sailplanes Preludes added to training fleet as replacements. – concerted effort made to update all members 'ratings from solo to Bronze. To continue for rest of year.

Contest Director

State open thermal champs, David Pratley – last Contest date for year –at Briggs Field on Sun. July 23rd. - Club Cheque for \$300 to be sent to F3J Team to assist in attending forthcoming 07 World Champs

Treasurer. Club Accounts in good shape Current Account in excess of \$8000 as at tonite. Plus investments. – funds slightly behind same time last year – Annual report to be published in Aspectivity – proposal not to invest further current account funds, due to reduction in fees caused by decrease in Club membership Club Annual Accs. Audit now completed

VARMS Trophy Results and prize-giving. _congratulations to following placegetters and prizes accepted:

AT THE NAB

Income V's Spending

Between 1/07/06 and 31/07/06

Income	
Fundraising	\$73.40
Raffle	\$152.70
Subs 06/07	\$20,414.00
Sundry Income	\$300.00
Total Income	\$20,787.40

Expense Categories

Administration	\$344.27
Photocopies	\$34.29
Postage	\$290.00
Stationary	\$19.98
Aspectivity	\$272.90
- Printing	\$272.90
Briggs Field	\$4,340.83
- Maint.	\$84.00
-Mowing	\$117.09
-Tract. Maint	\$122.84
-Equip & Sundry	\$4016.90
Donation	\$300.00
Insurance	\$13,639.00
Flying	\$13439.00
General	\$200.00
Raffle Expenses	\$80.00
Rent	\$45.84
HSR	\$45.84
Supper Costs	\$13.30
Training	\$45.00
Total Expense Categories	\$19,081.14

CURRENT BALANCE \$14,065.83

Mowing Roster

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

**THE TRAINING DATES FOR
 2006
 ARE AS FOLLOWS:
 AUG 13, 27 SEP 10, 24 OCT 8, 22 NOV
 12, 26 DEC 10**

**Training Radio Frequencies are:
 605 641 643**

First Prize – John Needham – Aspire ARF 2 Metre Glider. Second Prize – Paul Jacobsen – prize to be chosen
 Third Prize – Frank O’Neill – Sanwa 2ch Radio set,
Round The Shops. –David Pratley – ARF Electric kits on display incl. D.H.Chipmunk & profile Yak65. – also see website for latest products from Hyperion range.
 : Field condition report- not avail. due to absence of Martin Hopper – but report on purchase of new replacement John Deere Ride-on Mower for \$4000 much more versatile & powerful machine than present Countax mower –this sold off due to trade not being an option.

Special Interest Groups
Scale Glider Group: Colin Collyer Good aerotow session last month –see photo on July Aspectivity front cover. – Lameroo coming up and Ballarat meet end of July
Electric Glider Contest – presentation by Alan Mayhew.- proposed as means of co-ordinating avail .knowledge & skills in Club membership-and to provide goal beyond solo flyers on 2 ch. Gliders – key mentor role by more experienced pilots. – demonstration of several suitable models, incl present converted Club Electric Trainer Gentle Lady model.

General Business:
Club Timetable of Club Functions to be advertised in Aspectivity to provide Club Meetings Topics & events info
Club Raffle drawn.
 VARMS Domain Site Name reserved - "VARMS.ORG.AU" more details on progress later
.Presentation by Colin Smith of several simple & inexpensive construction gadgets for general use.
Dieter Prussner - -reminder of basic focus on VARMS being a Soaring Club.
Des Bayliss –mention of Club History CD - available from Ian Slack
Meeting Finished 9.45.P.M.

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 is 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 : Aus.13. Sept.10 1 pm. High St. Rd.

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

The first fun day for electric gliders, weather permitting, is Sunday Aug 13 after training. The invitation to participate is very open. This allows us to see the range of models that interest you. When this is established, the matter of adjusted motor run can be addressed. Although you are invited to bring any electric glider, the intention is to attract models at the 7 cell end of the range. This is to suit the intermediate level flyer and is appropriate for the size of our field. What model do I need to participate? Here are just a few suggestions, there are many others:

WIND DANCER 2 metre aileron or polyhedral version available via www.charlesriverrc.org

OMEGA 1.8/2.5 metre Semi-moulded aileron model. This is at the top end of quality and price. Available from Dave's toys.

Models to convert to electric, available from the hobby shops.

GENTLE LADY 2 metre 2channel. A fantastic example of a conversion already flying at the training sessions.

ALBATROSS 2.5 metre 2 channel. No reason why this shouldn't be even better.

SPIRIT 100 2.5 metre aileron model available in kit form or ARF.

DESIGN & BUILD YOUR OWN. This is what I'm doing. VORTEX 2.5 /2.8 metre polyhedral or aileron model with 7 cell Hyperion motor (\$130).

ELECTRIC MOTORS. See your local model shop or visit the web sites. Hyperion motors are hard to beat for value.

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, its power 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 judgment about the minimum height.

John Bird has been researching options for the Electric Glider Competition. Rather than list them all, here are some internet links to some of the amazing range of possibilities, and this is just the ARF and RTF options!

http://www.modelflight.com.au/sailplanes_rc_electric.htm

[http://www.rojshobbies.com/Electric planes.html](http://www.rojshobbies.com/Electric%20planes.html)

<http://www.greatplanes.com/airplanes/sailplanes.html>

<http://www.skybench.com/sselect.html>

<http://www.dynaflite.com/airplanes/index.html>

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

The local shops stock many of these models or can get them in for you.

I can speak from personal experience about two of these possibilities.

Multiplex EasyGlider Electric 1.8 metre ARF: Retail, around \$125 to \$150 with motor, gearbox and prop. **This plane is fantastic value!** Made from injected Elapor foam, this is not only a great flyer, but tough, too! Rudder/Elevator/Aileron/Throttle. You can fly it as Rudder/Elevator/Throttle at

first and set up the Ailerons later if you want to. Can be flown with the stock setup of a 6 volt Speed400 motor with Multiplex gearbox and prop, but is a slow climber on this rig. If you use a 7.2 volt Speed400 (\$10) and a 7 or 8 cell NiMh pack it climbs well. Change the prop to a good one and it climbs even better! Mine has a small out-runner (Maxx Motors 400F), 2100 mAh 3S LiPo and a Graupner 11x6 CAM folder using the original gearbox. It climbs very strongly, glides well and I have flown it for over 4 hours on one battery without landing at Briggs Field. Mine weighs around 900 grams at takeoff and can climb at around 70 degrees. It comes in white foam which can be easily painted with water based spray paint. You can see video of it flying on my web site where you download AspectivitEE: <http://www.numbthumbsandloopy.net>



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Graupner Cumulus 2000 1.9 metre ARF. Retail around \$400. Fibreglass fuselage with built-up wing and V-tail. Rudder/Elevator/Ailerons/Throttle. This is a magic plane! Comes



with two nose cones so you could fly it in the Electric Glider Comp, then switch noses and fly it in the VARMS Trophy. A two for one deal! In electric form (brushless motor/gearbox/LiPo's) mine weighs 780 grams at take-off and has 1280 grams of thrust... It climbs well! This is a much more fragile option than the EasyGlider Electric. It looks great and flies beautifully.

A Fantastic Club Night.

The August meeting is a bit like the Christmas meeting where the members can have a chance to meet up again with old friends. There is a heap to see and do and it's a great opportunity to show support for fellow modellers. I probably remind you every year that in the dark old days the August meeting could have been conducted around a table with 6 seats as no-one wanted to come out in the cold but now we almost need a bigger venue.

What to do.

Arrive about 7:30pm and hopefully the room is open. Get your model set up and complete a registration form. From that form there will be a number, you need to copy a number onto the model. I supply masking tape for this as it comes off easily. The President usually runs a quick meeting as we all want to get to look at the models.

Judging.

The Judge is YOU. You need to tell us what you like. Sometimes it's a surprise to us what people like and your model could be the chosen one. Make sure you get a voting slip at the close of the formal meeting and check out the action and nominate the model you deem to be the Best In Show. Drop the slip in the box and we can tally the votes.

Formal Judging.

Our Judge this year has quite a task. With glider, power, PSS, helicopter, electric and more to get through the night is quite full on.

Work in progress.

This turned out to be a high light of last year's event. A lot of near finished but quite exquisite models turned up. From plans, concepts and to models well under way we saw it all. Just great.

The Scale model most loved.

I'm not talking about a model rekitted but I would love to see models with a bit of history come along. You may not think them worthy of a prize but to you they are special. I for instance have a Schweitzer 1-26 model that after 200 Aerotows I stopped counting. I would love to see a few of the old timers come out like past winners from the 1980's – 90's – 00's but also your treasured old faithful. Anything to get the conversation going would be great. Anything scale is good.

Good luck to all on the night and let the show begin.

Lockheed Martin set to make seed-sized spy plane. Maybe ideal for flying in small spaces??

By Peter Clarke

LONDON — The U.S. Defense Advanced Research Projects Agency (DARPA) has awarded Lockheed Martin a \$1.7-million, 10-month contract to design a remotely controlled nano air vehicle (NAV) that is capable of collecting military intelligence both indoors and in urban outdoor environments. Although described as a Nano the NAV is not nanometer in scale, instead it is likely to be about 1.5-inches long and similar in size and shape to a maple tree seed, according to Lockheed Martin Advanced Technology Laboratories (ATL), which has been contracted to lead the design team. The team includes Lockheed Martin Advanced Development Programs, Lockheed Martin Advanced Technology Center, Sandia National Laboratories, AeroCraft, ATK Thiokol and the University of Pennsylvania. Plans call for a chemical rocket enclosed in the NAV's single wing to be able to deliver a sensor payload module more than 1000 yards from the point of release. Besides controlling lift and pitch, the wing will also house telemetry, communications, navigation, imaging sensors, and battery power. The NAV will be about 1.5 inches long and have a maximum takeoff weight of about 0.35 ounces, Lockheed Martin (Bethesda, Md.) said in a press release. Lockheed Martin said a remote pilot would be able to fly the NAV towards its target by viewing its flight path through a camera embedded in the wing with images transmitted wireless back to the operative. As the system is developed Lockheed Martin expects an autopilot to be included aboard the NAV to provide limited autonomous operations. Once the NAV delivers its payload, it will return to base for collection and refurbishment. "The challenges are both exciting and daunting, because some of the technologies vital to our success have yet to be discovered," said James Marsh, ATL director, in a statement. "We know going in that we need some of the best minds in manufacturing technology and in the development and integration of highly sophisticated, software-driven control technologies and mission systems." The \$1.7 million contract is intended to fund design of prototypes for the engine, the airframe, the flight control system, and the communications system as well as computer models of the guidance system and sensors. A preliminary design review is planned for summer 2007. After a sequence of go/no-go tests, DARPA may fund an additional 18-month period during which Lockheed Martin would design and test a flying prototype.

Ray Cooper's World Record Ratified

John Bird

Now ratified.....

Sub-class : F5 Open (Aeroplane, Electric motor S (rechargeable sources of current))

Category : F5: Radio Controlled Flight

N°174: Distance to goal and return : 142.8 km

Date of flight: 27/05/2006

Record holder: Raymond J.V. COOPER (Australia)

Course/place: Yarrowonga, VIC (Australia)

ratified on 11/07/2006 | Database ID 13877

This is the third FAI ratified 'World Record' Ray Cooper has set with electric gliders in the last 2 years, using models designed and built by himself — low tech traditional balsa, ply, tissue covered models.

RCGA - Open Thermal League Competition 2005-06 Overall Results

Position	Name	Event 1	Event 2	Event 3	Event 4	Event 5	Event 6	Event 7	Event 8	Event 9	Event 10	Total Score	Best Six Score
		Briggs 2-Oct-05	Bendigo 6-Nov-05	Briggs 11-Dec-05	Briggs 15-Jan-06	Warrnambool 19-Feb-06	Briggs 9-Apr-06	Diggers Rest 2-Jul-06	Diggers Rest 28-May-06	Jerilderie 10-12 Jun			
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	949	999	985		8,633	5,984
3	Jim Houdalakis	1,000	905	994	900	920	939	1,000	1,000	969		8,627	5,902
4	Theo Arvanitakis	585	923	994	992	884	923	992	999	932		8,224	5,832
5	Daniel Haskell	957	662	984	963	0	943	957	992	943		7,401	5,796
6	Graham Norman	880	999	977	881	887	924	861	996	0		7,405	5,664
7	Alan Mayhew	907	927	968	813	913	927	933	994	825		8,207	5,662
8	Max Kroger	914	174	0	993	828	932	886	963	897		6,587	5,585
9	Dave Pratley	874	0	961	913	902	843	940	961	0		6,394	5,551
10	Brad Wilman	841	0	0	795	747	879	976	994	849		6,081	5,334
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	9	13	0		0	0

Events

Flown

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Club Rules and Operating Procedures High Street Rd. (Briggs Field), South Wantirna

All flying operations on the High Street Road site shall be conducted under the provisions of the MAAA's Manual of Procedures (MOP) and CASA CAR (1998) Part 101 (Civil Aviation Safety Regulations) and these Rules and Operating Procedures. Briggs Field is a CASA recognized model flying site and currently has a permanent 1000 ft. AGL height clearance. All pilots must give absolute right-of-way and avoid flying in the proximity of full scale aircraft. In accordance with the provisions detailed in General Safety Matters below, an observer shall be utilized to supervise flying so as to avoid having models fly in the proximity of full scale aircraft.

General

It is a condition of membership that all members read, understand and comply with these rules and operating disciplines. Failure to comply with these rules could result in the offender being brought before a club disciplinary sub committee. Some of the MAAA's MOP advisories are listed at the end of this document.

All persons/members, who by neglect, carelessness or breach of these Rules and Procedures, causes another member's model to crash, property to be damaged or equipment to be damaged, are expected to come to an amicable resolution with the person concerned.

No model shall be flown, nor any transmitter operated, whilst under the influence of alcohol, or any other drug or medication that could affect your reactions, eyesight or judgment. MOP 055 refers.

General - Operating Times

Aerotow Glider operations may be conducted only as scheduled on front cover of the most recent **Aspectivity**, usually, but not always, the last Saturday in each month. There must be a nominated safety officer in charge, before flight operations commence. This safety officer has full responsibility for all flying operations on the site between 12 noon and 5.00pm. This activity, for safety reasons, has priority use of both the glider and power fields between 12 noon and 5.00pm. The portable frequency board will be located at the power field and the main board padlocked. There must be a nominated safety officer in charge, before operations commence.

Electric power assisted Scale Gliders may be operated at this time in conjunction with aerotow.

Otherwise:

Sunday – Glider/Electric Glider all day. When Open Glider competitions are being conducted, again as scheduled on front cover of the most recent **Aspectivity**, this group will have **exclusive** use of the site between the hours of 10.00am and 4.30pm. It is expected that Open Comps, on the site, will be limited to one Sunday per month. Sport glider flying can be conducted, outside the nominated times, providing they use the portable frequency keyboard in use by the competition group. The main keyboard will be padlocked (container lock). The 20 minute frequency hold rule applies here. Obviously, any sport flying which employs a winch, or bungee, **must not** cause **any** obstruction for the competition group.

Monday, Wednesday, Friday and Saturday (Except for A/T above) - Power till 12 noon, then Glider.

Tuesday and Thursday – Glider till 12 noon, then Power.

Experience tells us that, on weekdays, the field is underutilized by Glider members. It would seem reasonable for the alternative discipline to either continue, or commence early, should the field not be in use. Similarly, if normal Power operations are underway and a member arrives, wanting to fly Electric Glider, then it may be acceptable for this member to operate from the Power area providing he/she follows all normal power operating procedures.

Tenancy

The gate off High Street Rd. can be left open at all times while a member is present at the field. The last member to leave is to lock the gate after ensuring all visitors/spectators have departed.

Club Rules and Operating Procedures - High Street Rd. (Briggs Field), South Wantirna

The key to High Street Rd., and other VARMS sites, is issued to all members on the express condition that it is not lent or copied to provide non-members unauthorized entry into these areas.

Vehicles should **not** be left on the Glider field (no exclusions for whatever reason) or in close proximity to the Power field pits. The crushed rock area at the Power area is for a car turning pad and spectator viewing area. All vehicles should be parked in the designated main car park near Shelter. Vehicles **not** parked in the main car park are left at owner's risk!

Pilot Certification

All persons flying at this field must be currently VMAA/MAAA affiliated, and therefore Insured.

All users of the High Street Rd Field must be rated at least Solo, or Bronze Wings, for any category of R/C Model Aircraft that they wish to use at this site. This Solo/Bronze Wings rating is achieved either by prior knowledge by the Committee, proof of same from another Club, or by being assessed in the appropriate area(s) by a VARMS Flight Assessor.

All Visitors must also meet these criteria or be constantly under the supervision of an appropriately certified club member. Visiting spectators should be under supervision at all times.

Visitors may use the field after showing a current MAAA card to a committee member indicating that they are financial members of the VMAA/MAAA and are certified to fly Solo/Bronze Wings (or be accompanied/supervised by a VARMS club member certified Solo/Bronze Wings, in the appropriate discipline), abide by the rules for visiting club members, and fill-in and sign the Visitor's Book. Without full committee approval, a Visitor is only allowed **2** visits per year.

Radio Equipment and Usage

Only 27*MHz, 29 MHz, 36 MHz or 40 MHz AM or FM may be used at this field.

The use of "**even**" numbered frequencies on 36 MHz is **NOT** permitted.

Bands 1 to 5, "Toy" and "Park" flyers ONLY.

2.4G (Spektrum 6DX) Radio Sets are not permitted at this time.

All radio equipment must have current (24 months or less from date of issue) MAAA certification of bandwidth.

Frequency keys must comply with the MAAA certification sticker on the transmitter. Only the correct (commercial) type of plastic frequency key is acceptable (20 KHz – 50mm). **NO** 10 KHz keys - 25mm permitted. **The Pilot's full name and frequency number MUST be clearly indicated on the key.**

A frequency control board and key system must be used at all times, and only one keyboard is to be in operation for all activities.

Before any Transmitter is switched on, anywhere on or near the site, the appropriate frequency key must be in the correct position in the keyboard. This rule applies to **all** types of Transmitters.

MAXIMUM time to hold a frequency channel is **20** minutes, and only **ONE** channel at a time.

Because of possible interference to Computer Radios, the use of Mobile phones on the flight line is PROHIBITED. MOP 045 Refers

General Safety Matters

Every member shall accept responsibility for flying safety and is obliged to request other members and visitors to abide by these rules when dangerous and/or unsafe practices are observed.

All aircraft must be in safe flying condition. Any aircraft considered unsafe by a suitably qualified member will not be permitted to fly until its operational condition has been remedied.

Club Rules and Operating Procedures - High Street Rd. (Briggs Field), South Wantirna

Flying at low level (within 30 metres) over, or away from, other people, the car park, spectator areas, the power field pits and incoming vehicles is **STRICTLY** prohibited. MOP 014 Refers

No aircraft is to be flown over 1000 feet AGL (above ground level). Aircraft may be flown between 400 and 1000 feet AGL provided that an observer is present close by the pilot and the model is continuously clearly visible by the pilot and observer. It is strongly recommended that an observer be present close by the pilot when flying below 400 feet. Observers, and all pilots, are to warn of intrusion into "our" airspace by full size aircraft and helicopters. If in any doubt regarding clearance, reduce height, take appropriate avoiding action and/or land as soon as possible.

No aircraft is to take-off or be launched within a distance of 30 metres from the power field pits, car park, shelter/containers and spectator areas.

Heavy Models, those with a dry mass (less fuel) between 7 Kg and 25 Kg, may be flown at Briggs Field providing all operations are strictly to MAAA's MOP 015. VARMS advises pilots operating heavy models to attain a Gold Wings rating

The High Street Road (Briggs Field) flying site is deemed **unsuitable** for flying "giant model aircraft". A Giant model is defined as having a take-off mass of more than 25 kilograms.

No Night flying without a permit.

No person, either club member or member of the public, shall be allowed on the power or glider field without having been informed of the correct safety procedures. i.e. calls to be made informing pilots of actions. Also, when on strip or field, a proper lookout must be kept for approaching planes whether on takeoff, launch or landing.

Give way to any person/s working on the field or surrounds, ie. Mowing or maintenance.

Powered Flight Operations

Power (I/C motors) models will be permitted to operate at Brigg's Field as per the Operating Times listed above.

No I/C motor shall be started before 7.00 a.m. on weekdays, 9.00 a.m. Saturday and shall not operate after 8.00 p.m. on any night. This is in line with the Government Noise Abatement Act.

All aircraft using Glow, Diesel and Petrol motors and Electric powered aircraft (excluding electric power assisted gliders and "park flyers") are to be operated from the power field area only.

All Internal combustion motors are to be fitted with an effective muffler.

All powered models must not exceed a noise level above 92 Decibels (dba). Test – Model at full power, readings taken when model is held 1 metre above ground, 2 metres from front, back and both sides.

I/C Engines must not be run for extended periods in the pits and never to be run in Car Parks or Shelter areas.

Aircraft must not be taxied in the pit areas.

All Pilots are to stand in the agreed designated area beside the runway and behind the safety barrier, when flying powered aircraft.

Power flight operations must be conducted such that no model should be flown East of the alignment of the North/South access road to the power area. All circuits, either North (right) or South (left) must be to the West of the landing strip. No model should be flown further North than the Large Tree next to the entry road (approx 250 meters from flight line). Under **no** circumstances are powered aircraft to intrude into airspace outside our boundary fences to the South and West.

Powered aircraft must give way to gliders, (Unless tugs are in use for aerotow launching).

"Take-off", "Landing", "Dead Stick" and "On-the-field" calls are to be clearly announced by the pilot.

Club Rules and Operating Procedures - High Street Rd. (Briggs Field), South Wantirna

Helicopters must be operated only from the power field and fly circuits with other aircraft, they are **not** to take off or land in the power pit area or the old helicopter training area near the shelter.

I/C and Electric aircraft which are being started and run up in the pits should use effective restraints.

Glider Operations

Any person/s proceeding upwind of the flight line **must** ensure that the pilots on the flight line are advised of this movement. A clear announcement of "On Field" or similar is required.

Winches and bungees **must not be mixed** on the flight line. Bungees must be on one end of the flight line such that a drifting line and parachute does not fall across winch lines. It is strongly recommended that a "landing corridor" be left between winches and bungees. Winches where practicable should be wound down.

Landings wherever possible, must be in clear areas i.e. behind the flight line or in a landing corridor. If a landing over winch or bungee lines cannot be avoided, the pilot must land as soon as possible and **must not** attempt to fly past any person on the field.

Regardless of launch direction, no glider shall be flown, at any height, further East than the alignment of the North/South access road and further North than the large tree near bend in entry access road. Practically, this means that winch turn-a-rounds, and bungee anchors, are positioned approximately 50 metres South of the field entrance gate when operating to the North. This aligns with the "large tree".

No glider shall be flown from the glider area while the power field is in operation.

Incident Reporting

Any incident that did, or could reasonably have caused, injury to people, damage to property, models or equipment must be reported to the committee and recorded in an Incident Book.

This includes:

Any incident that causes actual damage to property, models or equipment (including single model incidents)

Any landing that is outside the confines of the nominated field boundaries, even if it did not cause damage.

Any flight path considered close to people or property. Any dangerous, reckless or out of control flying must be reported and recorded.

Loss of control, for any reason which causes a breach of any Club Rules or Operating Disciplines.

It is the responsibility of all members present or knowing of an incident to ensure details are reported and recorded in the Incident Book.

The MAAA Manual of Procedure documents can all be downloaded from the MAAA website. A full listing is on www.maaa.asn.au and all members should be aware of the information available on/from this website.

MOP 014 General Model Rules (05 May 2005)

MOP 015 Heavy Models (22 April 2005)

MOP 045 Mobile Phones (05 Sept. 2004)

MOP 055 Alcohol, Drugs and Illness (31 Jan. 2005)

MOP 056 Safe Flying Code (05 May 2005) - Attached to your MAAA card, when received.

MOP 058 Insurance Conditions (20 Mar. 2006)

Victorian Association of Radio Model Soaring Inc. Version 2. August 4, 2006

Flying times at VARMS Briggs Field

Normal Schedules							
Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7am to 9am	Power	Glider	Power	Glider	Power	Glider	Glider
9am to Noon						Power	
Noon to 8pm	Glider	Power	Glider	Power	Glider	Glider	

Special Schedules					
Aero-tow		Open Comps		Training/VARMS Trophies	
7am to 9am	Glider	7am to 10am	Glider	7am to 10am	Glider
9am to noon	Share power strip	10am to 4:30pm	Open Comp priority. Club Glider with CD approval	10am to 1pm	Priority for training
Noon to 5pm	Aero tow	4:30pm to Dark	Glider	1pm to Dark	Glider plus VARMS Trophy & Electric Glider Trophy As notified
5pm to Dark	Glider				

Note: At no time is the power strip to be used concurrently with the glider field. Shaded times indicate scheduled use of power strip.

See the VARMS Club Rules and Operating Procedures for a full description of the Times & Rules.

If at any time the power area is used jointly by electric glider and power flyers this is with the strict requirement that the electric glider users will launch from the strip area and follow all normal power operating procedures.

Internal combustion power users are bound by noise abatement regulations that prohibit flying prior to 7.00am weekdays and 9.00am at weekends and after 8.00pm on any night.

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

Victorian Association of Radio Model Soaring

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



Aspectivity

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