



Aspectivity

Reg No A0001504U

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

October 2006



Issue 393



Poetic.....

**Next General Meeting
Glen Waverly
Primary School**

**Friday
October 13th
AUCTION**

EDITOR
David "Numb Thumbs" Jones
Deadline : October 2nd

Upcoming Events

Oct				
	21-22	Mildura Open Thermal	Mildura	AEFA & Swan Hill MAC
	22	VARMS Training	Briggs Field	VARMS
	28	Scale Aerotow	Briggs Field	VARMS
Nov				
	5	RCGA Thermal League 2	Bendigo	BSA
	12	VARMS Training and Trophy	Briggs Field	VARMS
	12	Electric Glider	Briggs Field	VARMS

Presidents Report September 2006 *Max Haysom*

Over the past weeks we have had several meetings with Parks Victoria and recently with Thiess John Holland (Major contractor to EastLink. We had put several issues that are important to VARMS. The main point as always is security of tenure at the site and the answer is that we should be secure in our thinking that there are no plans to change anything in our area. We were informed that other lease holders in the area were operating under the same lease conditions as ourselves. In this instance the local planning office of Parks Victoria have agreed to pass our concerns up to the Parks Victoria Commercial Business department for further consideration. Because of the ongoing access problems we suggested several other access points to our site direct from the new Boral / Recycling Centre Road. Although these alternative entries appear sound, the answer was that a change was not viable at this time. However TJH have given assurances to provide a safer and more open access for the immediate future. On completion of the operations in the reserve the access will be reinstated to previous condition and track upgraded. This could happen in a few months time. The water supply continues to be a problem. The subcontractors have been told several times to re-instate the pipe which gets crushed by the heavy plant moving over it. We may have to wait until the area cleanup to get a permanent solution. The same contractors have helped to correct the problems caused by the heavy trucks running off our tracks and getting "bogged".

VARMS has given assurances that no model shall overfly High Street Road and to help us keep this promise, no turnaround/bungee anchor shall be positioned closer than 60 metres to the northern boundary fence. Practically, this means on a line drawn east-west from the "big tree" close to the access track. We have recently started slashing the field to leave this 60 metre line delineated by longer grass. Until we can clear a section of the scrub at the southern end of the glider field, it will be necessary to have different winch line positions for north and south launches, ie 30 metres in the appropriate direction from the marked centre. Please make a serious attempt to follow these guidelines because it could only take one model crashing onto High Street Road, or its surrounds, to potentially close our field. Visiting competition pilots should be informed of the northern and eastern no-fly zones at pilot briefing time, or the member hosting the visitor should explain our limits before the visitor launches an aircraft.

Finally, some good news. The VARMS website is progressing well. Apart from much confusion over the various "VARMS" websites, we have a trial site open to the VARMS committee with info and data similar to that to be used in the final website. We still have a number of detail issues to fix before we go on line. Please be patient.

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: "A Kestrel with some competition..." Photo : Tim Morland

Mumblings from Numb Thumbs

Well, Bordertown seems to have been a great success, even the snake seems to have enjoyed it! Some fantastic planes and some great flying.

Apparently some flyers decided to call in at Camperdown on the way home, just to get a bit more flying in!

Don't forget, this month is the Auction Night. Don't forget your cash and your excess models!

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.

Oct. 22

Nov. 12

Nov. 26

Dec. 10

Volunteers are required to help with training. Two 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 GENERAL MEETING 11/08/06

Held at Glen Waverley Primary School-Comm. 8.25 P.M

Apologies: Bruce Robinson

New members and Visitors –nil.

August Meeting Minutes – accepted as read .-Stand Off Scale Contest winners incomplete – David Down to be requested to supply list for next Aspectivity.-Matters Arising – Nil.

Correspondence In- - Various incl. , VMAA minutes for August ,06 . various accounts , Advice of Knox Cncl. re Sport & Rec Community Funding Programme.- Matters arising Nil

Correspondence out- Nil.

President's Report:

Aspectivity distribution – handled successfully this month again, within Club. E mail distribution via Club website once this is up & running.

Club Rules & Procedures –to be posted soon near permanent keyboard at Briggs Field – alternatives for producing boards ,being investigated.

Altered field Flying Times –no apparent operational difficulties reported – esp. over recent Aero-tow days.

Club Membership – Club Exec, to investigate reason for past 90-100 members not renewing membership – current nos. approx 150 – compared with some 280 a couple of years ago.

State Slope Aerobatic Champs – Sunday 17th September at Mt. Hollowback - VARMS running contest on same rules as in past years – this is a “fun” contest open to all – even Scalie devotees.

Briggs Field Maintenance – call for volunteers – repairs/remodel of picnic tables & drain alongside track near power site – also several notice boards needed, Finally, project to construct & erect roof over each container at Field – materials ordered & Martin Hopper in charge of planning & execution of project. – members already organised for this project.

Site Liaison.

Recent meet. With Parks Vic staff –no answers currently, but many other lessees in same position – no real need for concern over field tenure at this stage.

Entrance to Briggs Field. – request to Parks Vic, for alternative entrance to site – danger & safety issues associated with current road access. Suggested alternatives .either from N.E. Cnr of carpark or along old fence line East of Shelter, to link in with Boral/recycling Centre Road – this fast nearing completion – explained to Parks Vic ,our site current ”no Fly” zone – plans supplied.

Registrar -156 paid up members at present

Club Training. –

Report & presentation of VARMS Trophy winners ,to be deferred during Ian Slack's absence on holidays at present.

Contest Director. David Pratley – FF3F slope racing at Mt. Hollowback –fine weather & turnout good, incl 3 VARMS members & others “fun” day had by all. F3b First round ,contest at Diggers rest, 24 Sept: Open thermal Contest Sportsman Class to be introduced ,to widen appeal to general membership.

Treasurer: No real movement in accs. This month – Current Acc. Bal \$2290 as at 6.9.06 – renewal of Inv. Bond, for 12 mnths. - \$43500 approx.

Editor. – call for articles & Club event photos for Aspectivity – NB deadline on front cover of Club newsletter

Field maintenance – Martin Hopper – field in good shape generally. But, warning to be careful when driving onto various sections of field, due to boggy nature of ground.

Round the Shops. – David Pratley – new model Hyperion battery charger –very versatile. Plus full house electric “Winddancer” model c/w motor & servos –for sale \$450

Special Interest Groups.

Scale Glider group.- contacts Colin Collyer & David Down – Lameroo – good turnout & great hospitality –see full report in this months Aspectivity. – Kilcunda 24 Sept – Bordertown 29 Sept – Ballarat aerotow 14-15 Oct. – see Colin for details.

Electric Fun Fly day – Sun 10th Sept at Griggs Field. – intro to Electric Comp in Oct,06. – good opportunity to increase thermal skills – Alan Mayhew ,organising this – warning from him on small span flat wing electric ARF models being sold in model shops – unsuitable for relative beginners!

Electric Flight Group.

Oct 14. Box Hill Fun Fly meet.

General Business.

Club Auction to be held at October Club General Meeting.

Meeting Closed : 9.30 p.m.

AT THE NAB

Income V's Spending
Between 1/09/06 and 30/09/06

Income

Expense Categories

Administration	\$39.75
General	\$1.30
Photocopies	\$38.45
Aspectivity	\$203.38
- Printing	\$203.38
Bank Charges	\$3.00
Briggs Field	\$32.15
- Maint.	\$32.15
Insurance	\$1,460.00
Flying	\$1460.00
Raffle Expenses	\$34.00
Rent	\$91.68
HSR	\$91.68
Total Expense Categories	\$1,863.96

Mowing Roster

Bruce Robinson	9887 8996	18 Oct
Brian Martin	9878 2170	25 Nov
Greame Hollis	9739 4886	2 Dec
Ross Peasley	9877 2215	Comp
Brian Spencer	9878 7207	14 Oct
Henri Wohlmut	9764 1921	21 Oct
Keith Heale	9509 6829	28 Oct
Malcolm Buckmaster	9763 1632	4 Nov
Jim Baker	9803 2185	11 Nov

Any questions or queries regarding the mowing roster to "Grass" Hopper on 9873 8256

THE TRAINING DATES FOR 2006 ARE AS FOLLOWS: OCT 22 NOV 12, 26 DEC 10
Training Radio Frequencies are: 641 643 645

Australian Electric Flight Association and Swan Hill MAC

Invite you to an Electric Fun Fly on weekend of October 14/15. Scale, EDF, Comp, Sport, 3D & Night Fly. Camping and Facilities on the Field. Roast Dinner at Field on Saturday Night only \$10

VARMS ELECTRIC GLIDER

Our next fun day is Sunday Sep. 10 at 1.00 pm.. On Oct. 8 we will start the club level competition. If you are interested in participating in this event, please come to the fun day so your model's power and weight can be measured.

Alan Mayhew

It might be risky to do comparisons between Lameroo and Bordertown, in 2006. So I wont.

However, our visit to Bordertown did have its own peculiar ambience. It was also not as far as Lameroo! At Bordertown you fly out on a real airfield –CASA charges our SSA a hefty amount for the couple of days the field is closed to full sized aircraft. Accommodation is in the sprawling building of the Bordertown Gliding Club, with trophies, photo's, kitchen, chin wag area, shade trees, patio, BBQ, dorms, all just a stones throw from where you fly off into the blue. Er, the very blue.



Shade, fridge, flying, fellowship.

Col' Collyer and I arrived at about lunch-time on Friday after a pleasant trip exchanging yarns and ideas. We soon found that it was windy. Very windy. Other people are already settling in. Seeing there's no flying because of the wind, we fall back into the discussion and explore models and wander around investigating the field, the people, the models – and the 1:1 scale gliders. Talk about leviathans! Three hangers of them. Compared to our models, real gliders are big and heavy and it really was a bit of a wake-up call. No wonder our small little craft can disappear off the top of a thermal!

Murray's Grob was on display, but was incomplete at Lameroo. He had made good progress with the model and I found him at his campsite conducting final preparations for a maiden flight. That is, if he could muster the courage and get the radio transmitter thingy to behave.



Engine room of the Grob. Check out all that ballast!



Looking Good, but Murray is nervous.

Col Collyer had finished his new Fox, and was looking forward to giving it a go. Colin assembled the Fox out of the wind behind the clubhouse. We were impressed. The blue on the model matched Colin's trailer logo. A nice touch.

People were arriving all the time. Numbers grew. We waited pensively for Saturday, wondering what was in store for us. More wind?



A good colour match. Colin's FOX.

We talked the afternoon away. It blew until the sun was low on the horizon. All Friday, Chris Carpenter waited patiently for a fly of his Discus 2B. It was not until dusk, at about 5:30 (AEST) when he got hauled up behind Paul Clift's blue tug and had a go in the much calmer air that is usually around at dusk. A couple of very pleasant flights were had, too. What a lovely aeroplane. It flies very well and the wings flex just a nice amount, and are very thin.



Chris Carpenter and his Discus 2B romping around.



Chris Carpenter and his Discus 2B enjoying themselves : Pt 2.

I wake-up on Saturday morning. No wind to be heard, well, not much anyway. During the early part of Saturday the indeterminate breeze had us waltzing around the aerodrome like a bunch of nomads looking for a place to pitch camp. Eventually we stopped. We were sort of in the middle – and took off from there for the rest of the day. You see, once the day woke up the wind direction depended on the thermal activity in the vicinity. It was changing all the time. More than a few take-offs and landings were with a tail-breeze. With winches it would have been a very frustrating day. However we were Aerotowing and took it all in our stride.

The game commenced. Once things got underway we played glider airport to our little hearts content. Gee, did we do some flying. Every launch after 0930 or so, had a better than even chance of striking a thermal. The tugs were great. There were, I think, five of them. And they all did a great job. However, special mention should go to Paul Clift who would always conclude the launch with the eager glider guider at the top of a lofty launch with a jovial “Have a nice flight!” – with efficiency second to none. Paul flies the blue tug, recently returned from a major disaster –which is now actually yellow (!) What a good colour for aviation.



Paul Clift's "Blue" tug fires up for a range check on Saturday morning.

One of the more eventful flights of the day was when Murray Will's Grob was let loose. The maiden flight was full of excitement. There were more functions than control sticks and the notion of sharing throttle and spoilers on the one stick, depending whether the motor was on or off, proved to make more sense in theory than practice. And the plane arced up and down over the sky as all the variables combined into a somewhat mind-numbing exercise of radio just in control. Chris Carpenter (chief test pilot) was still recovering an hour or so later. Murray flew it for a couple of minutes – and gave it a jolly good talking to after the flight. However, apart from the dysfunctional exhaust silencer (loud!) and what sounded like excessive rpm – everything went reasonably well. I think the radio system was reconfigured somewhat for the second flight, which went a lot better. But that's another story.



Grob (less Cowl) leaps into the air for the first time.

Now that the meteorological concerns of the day seemed to have been resolved, planes started being deposited on the airfield. Lots of planes. Everyone's hopes were set on having a good day. You've got to make hay while the sun shines – or is that – when the wind doesn't blow. Lots of great models were appearing. Others were busy almost disappearing in the direction of

up: Thermals aplenty.



Terrific airframes all over the place.

It was Colin's turn to have his maiden flight. A John Copeland Fox, resplendent in basic white with blue trim. Cockpit, pilot, passenger, panel, attitude indicators, the works. Colin spent a bit of time waiting for a tow. Col' wanted a fast tow. You are allowed to be choosy on a maiden flight, especially with a Fox. Colin was hedging his bets – assuming for the time being, that the tug should be no slouch. Paul's Blue tug was the one that Col' was waiting for. And he waited. Colin is patient, but he had a new plane that he was eager to fly: and Paul kept Colin (unintentionally) on tenterhooks for at least half an hour. I thought Colin might explode. But no, Colin can be patient. Boy was he patient. Things started to drift in favour of Colin, and I was determined to try and get some maiden flight photos.

The camera I have has a healthy reach. So I don't need to be really close. I make my way over to the hangers so that the plane will be in the air, if all goes well, as it flies past me about 30 metres away.

I'm almost at the hangers and Danny Malkman exclaims something to do with a snake. And there it was. Stationary. Head held high, about 6 inches off the ground. (Tall for a snake!) Length, around 1.8m. Snake was still: Hadn't met Danny before. Wasn't sure if he should proceed. Danny was, however, in no doubt, and left me to it. You guessed it: the snake was around about the spot I wanted to be to take my photo. Hello snake, move over. Snake comes toward me – I say my good-byes too.

The snake was brown. So I guess it wasn't a black snake. He seemed to have satisfied himself that today was a day for very small planes. Remember the ones in the hangers? After I backed away a few metres he lost interest in me and rather sedately made off in the general direction of the runway – at about 90 degrees to the rays of the sun. In retrospect I think the sun determined his course: The warmest path. So off he went. It, or is it he, was lucky the pits were not in his path. I'm sure he would have gone straight through and been enthralled by all the little aircraft. But no, his course saw him about 40metres to the south of everything. And he disappeared into the stunted crop just off the airfield. We all got back to the business of flying. I've been on model flying fields for years and had never seen a live snake before. Very interesting. His skin glistened in the sun.



Holy Smoke!

So I resume my position to get that shot of Collin's FOX, thinking, I'd better keep my eyes open around here. No telling what you may bump into, or tread on. The maiden flight went well, I got my photos, and I think Colin was very pleased. And so he should have been. He won the "modern scale" class.



Pulling away on aerotow No.1. Nice one Colin.

There were at least two other maiden flights that day. Martin Simons had his two Weihe 50s to fly. And they went very well, more or less! A few teething problems were apparent, especially with D-7080, but it was obvious that, as far as flying was concerned, they could deliver. Very pretty in the air, and obviously very light too. Well done Mart.



Another Maiden. Martin Simons' pretty Weihe 50 on aerotow.

I'm not normally a trouble maker. Those interested in entering the "low key", "easy does it", "not for sheep-stations" scale comp collected their entry forms for the scale judges to collect and grade various aspects of the model in question. From my point of view there was a column missing. The one that ensured that the judges discriminated as to the pedigree of the model. The Highest score in the category that was missing would be "scratch built, own design". The lowest rank would be "ARF". My poor old Schweizer 1-26B looked doomed, as did Colin's Golden Eagle and other hand built models scattered around the field. I had a bit of a moan to Michael Lui. He had decided not even to enter. He put a lot of work into his model, a 1/4 scale Bergfalke, and looked like getting no credit for it. That galvanized me into action, and I had a quiet word with someone. After that, I think the message got to the judges. Things improved so much that I even managed to talk Michael into entering the competition. Way to go.



Michael with his popular Bergfalke

The day progressed. We all concluded that 100% should be awarded to whoever was responsible. Unfortunately, unlike Lameroo, there was a smattering of disasters. Theo's beautiful little Schempp-Hirth Minimoa apparently had a violent maneuver thrust upon it on tow and broke a wing off. Way up there. Long way down. I helped Theo retrieve the pieces and told him about the snake to cheer him up as we were now in the paddock into which the snake escaped.

The non-event of the day though goes to Gary Mac. That bloke is something special. Towards the end of the day he got out his little Schweizer and dispatched it off behind a tug. Or tried to! I was out on the field at the time between the second flight of Murray's Grob and the first flight for the weekend of the Stemme 10. I saw Gary's Schweizer coming behind the tug. To say that Gary was all over the place puts the spectacular series of gyrations, whilst still on tow, out of all perspective. Every time the viewfinder of the camera lit back up after a photo, I expected to see the model splintered on the ground. I took four photos. But only present 2 of them here. You should get the idea.



and not to be outdone, see below:



Yes: And still connected to the line.

The last photo was after release and after the subsequent impact. I have not shown the results here – it was all too terrible. A Schweizer no less. That's aeromodelling!

It wasn't until much later I found out that there was no damage to the little plane. You're joking! But yes, there it was, next to Gary's trailer. Cheeky little plane! I told you Gary was special. Unbelievable.

Things went a lot better for the next flight of the Grob. This time they used the runway. The real black one. We paid for it, so using it was a good move. Here's the proof. I know they are a long way away: but I didn't want to wear the Grob. It weighs 20kg+.



1300m of runway for 20kg of model. Sound fair to me.

This time the Grob leaped into the air and flew around like a regular aeroplane. Smiles all 'round after landing too. Unknown to me however was a severe overheating problem, with the engine cowl without enough vents for the heat to escape. However it flew really well. Congrats Murray.

John Copeland's Stemme 10 was next. A wonderful model and a couple of nice fly-byes to boot. Just great.



John's Stemme 10 doing it easy: just after take off.

During the day there were many happy campers. I had the pleasure of announcing a landing – and then flying for another 10 or 15 minutes. Gary Mac had a thermal flight of almost half an hour-in complete control. Col was busy doing aerobatics and 100mph landings settling in with his Fox. He also had a few pleasant outings with the perennial Golden Eagle. We all had a great time – with only some exceptions. Danny Malkman was in the thick of it having a good time. Wayne Jones turned up with three models, but unfortunately went away with about one and a half. Geoff Moore had a couple of flights, and probably wished his new big tug was ready for service. Henryk had his really good-looking ASW27B. It sure was an eyeful in day-glow orange trim. Theo's Discuss was not damaged, much to his relief! Anthony's Lunak had an innovative radio installation with everything mounted on a circuit board that reticulated all the various power and signals to the correct locations. Very interesting and worth a look.

The day was drawing to a close. So much fun, such a little time. The photo below sums it up. So

most of us had a great time and stuck at it until the sun sank somewhere off in the approximate direction of Adelaide. Oh well.



A Kestrel with some competition.

Competition results? VARMS did OK as you can see. But I bet the South Aussies come back fighting! There were two categories, Modern and Vintage. Have a look!

Modern

1st. Collin Collyer and his Fox

2nd. Chris Carpenter and his Schempp-Hirth Discus 2B

3rd. Henryk Kobylanski and his ASW27B

Vintage

1st. Michael Lui and his Bergfalke

2nd. Tim Morland (me!) and his Schweizer 1-26B

3rd. Colin Collyer and his Golden Eagle.

A special trophy was also awarded to a tug pilot and his plane: Greg Potter and his lovely 1/3 scale Fly-Baby.

Bordertown 2006 – a Saturday which equated to a whole weekend of flying. Just as well, too. The wind returned on Sunday. I learned a lesson too. I'll never talk anyone into entering a competition again.

Event Date:	1 October 06
Event	10 in 12
Task:	High Street Road

Heats/
Rnd: 2

Location:

Pos.	No.	Name	Freq	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Raw Score	Drop Score	Final Score	Indexed Score
1	3	Jim Houdalakis	635	1,000	1,000	1,000	987	1,000	0	1,000	5,987	0	5,987	1,000.00
2	6	Theo Arvantakis	655	996	986	622	1,000	1,000	643	0	5,247	0	5,247	876.35
3	4	Alan Mayhew	637	896	0	948	687	624	1,000	1,000	5,156	0	5,156	861.12
4	5	Brad Wilman	623	1,000	997	999	404	0	1,000	705	5,104	0	5,104	852.54
5	1	Max Kroger	625	986	986	0	939	780	782	460	4,931	0	4,931	823.67
6	7	Dave Pratley	649	0	817	1,000	1,000	801	651	602	4,871	0	4,871	813.61
7	2	Graham Norman	627	253	1,000	0	0	778	563	584	3,179	0	3,179	530.95

**Auction
Night!
Friday
October 13th**

**Buyers and Sellers
MUST register**

**Registrations from
7:30pm on the night
Come along and sell that
model you never fly
or add to your squadron!**

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

Victorian Association of Radio Model Soaring

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



Aspectivity

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