



Reg No A0001504U

# Aspectivity

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

**December 2006**



**Issue 395**



## Launching!

### Next General Meeting

**High  
Street Road  
Friday  
December  
8th**

EDITOR

David "Numb Thumbs" Jones

Deadline : January 29th

### Upcoming Events

Dec 10	VARMS Training	Briggs Field	VARMS
<b>Dec 17</b>	<b>RCGA Thermal League #3</b>	<b>Diggers Rest</b>	<b>RCGA</b>
Dec 29—Jan 6	60th MAAA Nationals	Albury	VMAA
Dec 30	Aero-tow	Briggs Field	Scalies
Jan 14	RCGA Thermal League #4	Briggs Field	RCGA
Jan 26-28	Camperdown Slope Open	Camperdown	SSA

# **President's Christmas and New Year Message**

## **December 2006**

### **Max Haysom**

.What a great year we have had. Lots of change but it would seem that both Glider and Power have finished up with better and more useable areas. No close trees to cause turbulence and work planned for next year will see more of the southern end of the glider field cleaned out giving all of us a larger flat area. It has been about 6 weeks since I have had any grumbles so it must be OK.

The construction area at the field entrance is being cleaned up and the crews may be leaving soon. I have been told several dates but the next few months may see them moving on. As soon as this area is cleared out and the road reconstructed we will replace the VARMS signage at the High Street Road entrance. This will establish a VARMS "presence" once more and I am sure that this lack of signage has contributed to many of the adverse rumours over the past 2 years.

Important! With the extremely dry conditions at Briggs Field, and with the lack of a reliable water supply on the field, we are operating in very difficult conditions. If the dry conditions continue we should look at closing the field on Total Fire Ban days. Presumably, club members are still driving through the entrance gate and straight down to the flying areas through the long grass. Vehicles entering off the highways and taking this course are putting themselves, and the Club, at severe risk with fire. It has long been proven that hot disk brakes and catalytic converters are prime ignition sources in "roadside" grasses.

To all the volunteers on the Training Team and Mowing Rosters, Canteen duties, to all the current and immediate past Executive Committee members, to Henryk Kobylanski for getting the website underway, You have my sincere thanks for jobs very well done. Without this strong core of support for the Club, VARMS would wither and fade away.

The December General Meeting will be held at Briggs Field as a TwiFly with Christmas BBQ gathering. Food will be provided, same types as last year. If you have any special requirements fell free to bring your own food. Soft drinks and Tea/Coffee will be provided. There will be no charge although we will be running the regular raffle and the special members raffle. Members must be present to win this/these prizes.

Flying Times at the TwiFly: Glider 12 noon to 5 pm, Power 5 to 6 pm, Aerotow 6 to 7.30 pm and if wanted Glider till dusk. We will try and start the meeting about 8 to 8.15 pm  
If the weather is really adverse, the BBQ and meeting will be moved to the Normal Hall (GWPS). There will be a notice on the gate should this decision be made.

Good Luck to all those members competing in the 60<sup>th</sup> MAAA Nationals in the Albury Wodonga area over the Christmas / New Year period.

Merry Christmas and a Happy New Year to All!

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: Launching! CAC Electric Flight Showcase**

**Photo : John Bird**

## Mumblings from Numb Thumbs

Well, the end of another year! Where did it go?

At work we have put another class of Year 9's through the plane building unit. New must be doing something right because next year it is open to all Year 9's, and we have 3 classes signed up for it! That could easily be 60 students. We better get it right because Loopy is one of them...

I have been busy building some indoor planes to fly in the school hall. I have flown the FoamFly "Blue Frog" which is similar to what the kids have been building, but it is hard work as you are always tuning, turning, turning. I thought it might be easier to build something smaller. Now I have a GWS PicoStik, a GWS Pico Tiger Moth—I've always wanted a biplane! - and a LightFlite "Bug".



The Bug is an interesting beast, Shaped like an IFO but with an EPP plate fuselage and wings glued on to the carbon fibre frame. The elevons are about a quarter of the wing area so it should be maneuverable! Being EPP and carbon fibre it should survive bouncing off the walls, too. There is a carbon fibre hoop across the front to protect the propeller as well. I'm running a tiny 25 wind CR ROM motor with a 10x6 SlowFly prop on a 400 mAh 2S LiPo. Oh, yes, it is painted Fluoro Orange to blend in with the rest of the "Fluoro Fleet". Should be easy to find in the hall...

Fair winds and soft landings!

**Numb Thumbs**

# December Meeting

## Twifly Meeting at Briggs Field

### Venue Change

**RCGA Open thermal league Round # 4, 17th December**

Moved from High Street Road due to popular demand.

**New venue : Digger's Rest Field**

Round # 5 is 29-30 December at Albury and is part of the 60th nationals.

### 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 10/11/06

At Glen Waverley Primary School Hall, High Street Road, Glen Waverley.

Meeting Comm. 8.20.p.m.

**President Max Haysom:** Raffle prize - \$30 gift voucher from Dave's Toys for Big Boys Apologies – Max Mc Culloch , Ian Slack , Graeme Hollis

New Members & other Visitors – nil.

October 2006 General Meeting Minutes – matters arising – **VARMS Trophy now 1<sup>st</sup> training day of month.** - Passed as published.- with this one amendment.

**Secretary:** Correspondence In: VMAA October 2006 Minutes- Various Accs. **Corresp Out.**-Several e mails from Max Haysom, to Parks Vic. & Theiss John Holland..

**President Max Haysom. Report.**

**Aspectivity:** Distribution internally again this month – any member problems in receiving their copy?-call once again , for articles, photos of club events & articles of general interest – this call strongly supported by our club registrar, Raoul Wynn.

**VARMS Website:** Now up & running – except for some minor adjustments & content.- Aspectivity to be moved to this site as of November 2006 plus site E mail downloads. The site URL is [www.varms.org.au](http://www.varms.org.au) - Special thanks to Henryk Kobylanski, for a sterling job very well done. All VARMS Website maintenance & content issues to be fed via Club Editor, David Jones.

**Club Rules & Procedures:** Enlarged versions for mounting at field entrance & near permanent keyboard now in planning with Martin Hopper, to co-ordinate preparation & installation.

**Site Liaison:** Recent meeting with Contractors & Parks Vic. Confirmed it not possible presently to consider alternative entry off Boral Recycling Rd. This Rd, fast moving to completion & any changes would only delay completion. –contractors trying to maintain track in from High Street Rd. –but problems with heavy earthmoving equipment operations. Road access sign – Theiss John Holland to mount sign (1.8 x 1.3 metres in blue/white ) near new traffic lights.

**Briggs Field current issues: Members driving all over field** –please keep to road and enter from 2 white topped poles, to move directly to launch site, to load/unload gear. **Scrub clearance** (30x50 metre section) at Southern end of glider field – to move glider (winch & bungee ) launching area some 30 metres further South. **N.B.** New glider field centerline must be recognized & used by all glider flyers.- Model flying incidents –must be immediately documented in full, & reported to Committee member, for further investigation.

**Field security:** Secure tenure problem passed, along with other PV licensees, to Commercial Dept. of Parks Victoria in Melbourne.

**Editor:** No report this month, but Max Haysom reported that approval has been obtained from Airborne Magazine editorial staff, to publish in Aspectivity & our website, a profile article on David Hobby . – Please note deadline on front page of Aspectivity.

**Registrar:** - Laminated list of current “paid up” members to be posted inside door on Club main keyboard to ease queries on flyer membership currency. Profile of Club membership age groups given & commented on , by Raoul Wynn.

**Club Training:** Now to be 1<sup>st</sup> Sunday of each month. – no formal report this month. – ratings & system for “unknowns “, to be deferred till later date.

**Treasurer:** Club Finances in good shape. General Acc \$9834.73 Cr.- down a little from last year. Club Auction - takings \$2280 - 11 successful sellers only , but club net profit an excellent \$656.80

**Field Maintenance:** Martin Hopper – Briggs field in really good shape.

**Electric Glider Competition:** Next date – Sunday, 12<sup>th</sup> November, 2006 – weather permitting..

**Around the Shops:** No report.

**Special Interest Groups:**

**Colin Collyer. Scale Glider Group:** Report on Laverton & Bendigo meets. – both went well.

Income V's Spending			
Between 1/11/06 and 30/11/06			
<b>Income</b>			
<b>Subs 06/07</b>	\$250.00		
<b>Total Income</b>	<b>\$250.00</b>		
<b>Expense Categories</b>			
<b>Administration</b>	\$30.00		
-General \$30.00			
-			
<b>Aspectivity</b>	\$141.90		
- Printing \$141.90			
<b>Bank Charges</b>	\$9.00		
<b>Briggs Field</b>	\$89.55		
-Mowing \$60.55			
-Other \$29.00			
<b>Insurance</b>	\$134.00		
Flying \$134.00			
<b>Rent</b>	\$45.84		
HSR \$45.84			
<b>Training</b>	\$121.58		
-General \$121.58			
<b>Total Expense Categories</b>	<b>\$571.87</b>		

Bruce Robinson	9887 8996	20Jan
Geoff Moore	9802 2044	27 Jan
Greame Hollis	9739 4886	Completed
Ross Peasley	9877 2215	9 Dec
Brian Spencer	9878 7207	16 Dec
Henri Wohlmuth	9764 1921	23 Dec
Keith Heale	9509 6829	30 Dec
Malcolm Buckmaster	9763 1632	6 Jan
Jim Baker	9803 2185	13 Jan

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

**THE LAST TRAINING DATES FOR 2006 IS:: DEC 10**

**Training Radio Frequencies are: 641 643 645**

**Minutes Continued.**

**Electric Flight Group:** P& DARCS Electric "Fun Fly" 19<sup>th</sup> November,06. at Pakenham field.

**General Business:**

**December 06 Meeting – December 8<sup>th</sup> : TwiFly & Christmas BBQ at Briggs Field.**

**Suggested flying slots :** Glider – 12 noon to 5 p.m. : Power, 5 p.m. to 6 p.m. ; Aerotow 6.p.m. to 7.30 p.m. & Glider again, till dusk. – general member approval of these times. BBQ same format as last year, with food & drinks (soft drinks , coffee & tea ) free to members. Normal monthly raffle & free Member raffle for major item to be decided. – Member must be present, at drawing, to collect prize. In event of adverse weather , BBQ at GWPS hall, starting at about 7 p.m.

Report of wasp swarms at Briggs field. This has occurred near centre of field over past few weeks – caution needed on this!

**Meeting ended 9.30 p.m.**

Our VARMS training school is a fabulous facility and we all owe Ian Slack a big thank-you for his selfless and tireless dedication to this school.

I often reflect upon how much more there is to learn after getting your licence. After all, it is a struggle to get enough stick time just to practice on the Prelude and learn what's needed for your glider Bronze Wings. And after that.....? Well, it no doubt depends upon your past experience,



aptitude, passions and available time. For all Bronze Wing graduates there are so many choices of model, flying styles and sites from which to choose it is difficult to know "what next". What is certain is that learning to fly is the common denominator to all these choices. Bronze wings should have taught us how not be a danger to others – but we have still to learn how to get full enjoyment out of flying.

Recently, Colin Collyer was saying to me that we should develop the habit of going flying with a purpose – to test out a model, to learn/polish a new procedure or such like. I agree. With this in mind I found an article by Stan Yeo from Radio Control Model World magazine, which is reprinted below. It is a lengthy article, so has been split into three parts and will be published in the coming editions of Aspectivity as well as being posted on the VARMS website, once all parts are published.

## PREPARE FOR SLOPE AEROBATICS

**During the non-flying periods of his trips to the slopes, Stan Yeo regularly lapses into his 'Desmond Morris' mode (you know, he of Naked Ape and Human Zoo fame) and observes the way people fly their models**

This is actually quite enlightening, as it's often possible to highlight areas of weakness in a modeller's flying skill and then predict the type of accident that will befall him (watch out, Stan's about!). This isn't always the case, as some models demand so little of the pilot, except on landing, that it is difficult to form an opinion. As a result of these observations, I have come to the conclusion that most modellers fly very conservatively or at least the ones that I meet. Very few flyers 'throw' their models around as if there were no tomorrow. Most are quite content to merely stodge around, throwing in the occasional loop and the odd roll. This



is in no way meant as a criticism of this style of flying, each to his own. The object of the exercise is to enjoy oneself, and to this end I have spent many a happy hour just cruising up and down a slope in light lift on a balmy summer's evening. But, when the lift is good, I often ask myself "Why is it that most modelers aren't a little more adventurous in their flying?" Is it because they have no interest in aerobatics or, is it, as I suspect, a lack of confidence to have a go, because

after all nobody likes to take their model home in bits. Whenever I bend a model, two thoughts immediately race through my mind: 1) How am I going to repair the model so that it's still presentable, and 2) How am I going to find the time to make the repairs?

Unfortunately, 'conservative' flying does little to improve overall flying skill or increase confidence in your flying ability. This was brought home to me a few years ago when I took up full size gliding again after a lapse of almost 30 years (I learnt to fly in the ATC on T31s and Sedburghs). I was never a confident flyer, and in fact I gave it up originally because someone scared the living daylight out of me on a check flight.

Consequently, the things that frightened me then, came back to haunt me again. Spins in the 1960s weren't a compulsory part of the training, but they are now, so the closer I got to going solo the more apprehensive I became, until one day when I could put it off no longer, I bit the bullet so to speak! After doing a couple I was left wondering what all the fuss was about, so nowadays at the end of a good soaring flight, if I have height to burn off, I will do a few spins! Not only does this keep me in current practice, but it gets the blood circulating before I attempt a landing! The same applies to performing aerobatics with a model; doing so develops flying skill and builds confidence. It could be the difference between staying up in marginal conditions or ending up with a pile of bits, or even not flying at all.

### **WHERE TO START**

The first point to consider before attempting slope aerobatics is the safety aspect concerning other models, people and property. If the sky is crowded, or there are a lot of people wandering around or even if the conditions are marginal, it would be prudent to postpone the 'adventure' until the conditions are more favourable. After all, you don't want to 'bend' your model, let alone hit someone, with all the consequences that may bring.

Points to remember before carrying out slope aerobatics are:

- 1) *Have you got sufficient height?*
- 2) *Is the model structurally sound, and capable of carrying out the maneuver?*
- 3) *Where are the other models?*
- 4) *Have you made sufficient allowance for the model being blown back on the wind, i.e. is the model far enough out from the slope?*
- 5) *Have you learnt the sequence of control movements required to carry out the maneuver? Practice them at home beforehand, with a friend holding the model and simulating the maneuver in response to your control inputs.*
- 6) *Plan the maneuver so that the model exits the maneuver point-into wind. If the model does not exit the maneuver into wind, it's likely there will be a panic control input to turn it into wind away from the slope.*
- 7) *Where possible have an experienced acrobatic flyer on hand to talk you through the maneuver and highlight areas of weakness.*
- 8) *Always remember what maneuver you are performing and the stage the model has reached. This may sound a bit fundamental, but you would be surprised how many flyers forget when things start to go wrong and let 'instinct' take over, often with disastrous results.*

## **CARRYING OUT THE MANOEUVRE**

There are four distinct stages to performing an acrobatic maneuver:

- 1) *The preparation.*
- 2) *The dive.*
- 3) *The maneuver.*
- 4) *The recovery.*

### **PREPARATION**

This consists of carrying out all the necessary safety checks, some of which are mentioned above, and positioning the model in the right place in the sky to carry out the maneuver. Positioning is the most important part of any aerobatic maneuver. If it isn't right at the start of a maneuver then it will get progressively worse during the maneuver. Most aerobatic competitions, even at Club level, require that the maneuvers are carried out cross-wind, i.e. along the face of the slope. Into wind loops do not







score points! Initially flyers will find this difficult, so until you are confident in performing a maneuver into wind do not attempt it crosswind. Some may disagree with this advice, but the object of the exercise is to both practice the maneuver and keep the model in one piece at the same time! Into wind maneuvers do not look as pretty as those carried out crosswind, but they do reduce the risk of a serious accident.

The ideal position in which to start most maneuvers is with the model straight in front of you, at an angle of approximately  $60^\circ$  to the horizon and at a height of between 150 to 200 feet (50-65 metres). This is, of course, a subjective measurement, as it is very difficult to judge a model's height without some form of external reference. The  $60^\circ$  angle to the horizon is the critical yardstick, as it helps to ensure that the model is a sufficient distance away from the slope to carry out the maneuver.

## THE DIVE

Once the model is in the correct position, it can then be dived to build up speed to carry out the maneuver. Essentially, the most efficient way to build up sufficient speed, with a minimum loss in height, is to dive at an angle of between  $15 - 30^\circ$ . The more efficient the model, the shallower the dive angle. Diving at an angle greater than  $45^\circ$  is definitely not a good way to build up speed, as so much energy is lost during the recovery that there is often insufficient speed left to carry out the maneuver properly. Most models need to be dived for at least 4 seconds before they have built up sufficient speed to carry out the maneuver. The dive angle and dive time is very much dependent on the type of model and the prevailing conditions, and can only be determined by experience.

Some maneuvers, such as the roll, require that the model be returned to level flight before the maneuver is carried out. On some models, returning the elevator to neutral is sufficient, whilst on others a small amount of up elevator may be required. Again, only experience will dictate the amount of control input required.

## THE RECOVERY

On completion of the maneuver, the model must be returned to normal level flight, either by flying in the same or opposite direction, as in the case of a stall turn. Ideally, for novice aerobatic pilots, the model should finish up pointing into wind, hopefully above slope height! This means that before carrying out the maneuver, the exit from it should be planned in advance i.e. the model should be correctly positioned at the start of the maneuver.

## Next Issue : The Loop

## THOUGHTS ON ELECTRIC SLOPE SOARING Neil Pollock

In the USA the rightness or wrongness of flying electric models on the slope is hotly debated. For what it is worth my belief is that given good flyable lift the electric models should stay in the car, or trailer if you are that serious. However when conventional slope soaring is marginal or impossible, lets crack out the electric assisted gliders.

The obvious use of electric powered models is to fly your favourite slope when the wind is not cooperating. Most slope sites are great places to fly even if the wind is absent. The environment, view, and ability to fly at and below eye level are often compelling. Also cold and discomfort are character building!

However there is another possibility. I live, at least some of the time, on a ridge in rolling hill country in South Gippsland. The conventional slope soaring is not great at this site except when the wind is in a very particular direction coming up a valley from the ocean. At other times the site is buried in turbulence from the surrounding hills and one can experience weak overall lift along with the "giant hand of fate" that lifts the model to a great height then throws it back onto the ground. At the same time about 500ft above all this aggravation, Wedge-tail eagles can often be seen soaring in strong smooth lift. The "Wedgie" spend virtually all day soaring and has been seen at over 6000 ft altitude (at least according to my bird book). It uses thermal, ridge and wave lift, or any other sort of lift it can find. Just watching them is enough to turn any slope addict green with envy. Given strong lift they climb until they are virtually out of sight, then partially fold their wings and dive at great speed for the pure fun of it, or perhaps to aggravate poor ground based slope flyers.



The solution is clear. If we can get up through the low level turbulence there are many otherwise un-flyable sites or conditions which become open to us, and electric power is the obvious way to get up there, winches and bungees not being compatible with most slope sites. There is also the potential to fly visible, but physically inaccessible sites. My ridge has grassy pasture on the side that I fly, but dense forest on the other side. Eagles flying along the ridge make it clear that there is often big lift on the inaccessible forest side.

Flying with eagles has a one downside. They are strongly territorial and will attack other trespassing eagles. Unfortunately their powers of discrimination are not great and they will also attack model gliders. I have been knocked out of the air quite a few times by angry birds and on one occasion my Zaggi was grabbed in mid air and taken to a fork in a tree about a kilometre away. Fortunately the offender decided that EPP foam did not taste particularly nice and left it there. The experts tell me that eagles cannot perform loops or rolls so these manoeuvres may be useful evasion tactics. However in my personal experience the most effective evasion tactic is to signal surrender by retreating to the ground with all possible speed. When they get really stropy and try and attack a glider on the ground (yes it has happened to me) I have not found a better strategy than shouting and flailing at them with the transmitter antenna.

Fine print pseudo legalistic disclaimer: Everything I have said relates to sports flying and does not relate to any form of slope competition. I assume the use of a nice quiet electric assisted glider. Screaming pusher propeller flying wing rocket ships are, at least in my view, alien to the whole ethos of slope soaring.

**CAC Electric Flight Showcase October 27, 2006      John Bird**





## **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: 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.**

# Aspectivity Classifieds

## MODELS & KITS FOR SALE.

### THERMAL SOARERS.

**AIRTRONICS LEGEND**—Full house soarer - 3.2 metre span  
Built up wings & tail feathers, and VERY STRONG fiberglass fuselage. Complete with 6 mini servos (installed ) & wiring loom. – very good condition.  
**\$290 o.n.o.**

**FALCON 880** – Glider kit.- 3.2 metres  
Partial kit incl streamlined strong, lightweight fuselage and white foam wing cores. Model was winner of 1989 RCGA Design contest .  
Would build into superb lightweight “Full House soarer”.  
**\$190.o.n.o.**

### **DIAMOND CLOUD**

120inch soarer -model kit –rudder/elevator/spoilers . traditional built up construction. –this model was winner of many UK national contests in the 1960's & early 70s – for those who enjoy “a Good Build “. Kit only, but very complete & quality of balsa etc superb!  
**\$85.o.n.o.**

### **ELECTRIC GLIDER MODEL KITS.**

**ELECTRA FLY**—2 metre rudder/elevator electric assist glider of usual built up construction. Complete with motor, & prop . Great performer when built.  
**\$70.o.n.o.**

**CENTAUR** – 2 metre built up construction electric thermal glider, rudder/elevator with top performance, (UK Design) – kit only.  
**\$75.o.n.o.**

Both the above kits would be the **ideal introduction to the VARMS Electric Glider Contest**-and at an affordable price!

**Contact Roger Stevenson.**

**Home 98308293 Work 95239777 Mobile 04111141786**

## **For Sale**

1 heavy duty bungee with steel anchor pegs \$60.00  
1 SOUTHERN SAILPLANES Ricochet with sports wing ailerons & flaps.6 servos and receiver.  
No crystal In good condition \$350.00

**Contact Gary Mac BH 97063277 AH 97050075 MOBILE 0432327022**

## **For Sale**

2 metre Thermal glider needs 2 channel radio \$50  
3 metre Scratch built v-tail glider has servos wings need covering \$35  
Stepp 3 partly completed full kit everything there \$50  
Hand launch kit 1.5 metre span \$30  
Vintage glider 1.8 metre needs 2 channel radio \$30

**Contact Alf on 0439 312 334**

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<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