



Aspectivity

Reg No A0001504U

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

December 2007



Issue 406



These Multiplex things are taking over!

Twifly
Briggs Field
Friday
Dec 14th
BBQ 6:30pm
Meeting 8:00pm

EDITOR
David "Numb Thumbs" Jones
Deadline : January 31st

Upcoming Events

Dec 14	Twifly Meeting	Briggs Field	VARMS
16	RCGA Thermal League #4	Diggers Rest	RCGA
27 to Jan 4	MAAA Nationals	Perth	AWA
Jan 5	Scale Aerotow	Briggs Field	VARMS SG
13	RCGA Thermal League #5	Briggs Field	RCGA
20	Open Electric Fun Fly	Briggs Field	VARMS
Feb 2	Scale Aerotow	Briggs Field	VARMS SG

VARMS Monthly Meetings – Presentation Topics

Our November 9th meeting:

Whilst I do not have any ambition to fly competition gliders, like many others, I am stimulated by learning about what is involved. Thanks to Alan Mayhew I learned heaps about the launch, thermal and landing phases of a flight - including not going too far downwind on the landing approach! And all those switches on an expensive JR TX do really have a purpose!

It was plain to see that Alan had carefully prepared and cared about his presentation. I guess it was a bit like asking a concert pianist to explain what and how they do it! I bet Alan had to stop and think through what he does because it has become second nature to him.

Thank-you Alan for your clear and integrated explanation. You have demonstrated just how much skill and experience we have within our ranks and, for me, just how much more of this we should share via presentations.

Our December 14th meeting

Our December General Meeting will be held at Briggs Field as a TwiFly with Christmas BBQ. There will be flying slots for glider, power and Aerotow and the normal meeting will start about 8.00-8.15 as usual. Please see the President's report for details.

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15	RCGA F3B Round 3

Our February 8th meeting

Peter Cossins will be guiding us with a very welcome and, for some, including me, salutary presentation about radio installation for safety and reliability, plus some do's and don'ts for 2.4 GHz gear. It will be most helpful to hear these tips rather than continue to learn the hard way!

Early notice for our Friday May 9th meeting

At our last general meeting there was a suggestion that we hold a general club meeting at Aerosonde. No sooner said than done – thanks to Colin Collyer and the Aerosonde CEO we shall be holding the requested meeting in May 2008. Lock this date in your diary now for this special event. Details will be announced closer to the time.

Raoul Wynn

Cover Photo: Is EVERYONE flying a Multiplex glider? Camperdown Photo: Ian Slack

President's Report December 2007 Max Haysom

I would like to open by saying that my wife, Margot, and I wish All Members and their families a Very Merry Christmas and a Safe and Happy New Year.

Plans for the new entrance off High Street Road, are progressing and plans have been drawn up, by TJH, and a work schedule is being prepared. The work may be completed before Christmas but maybe in the New Year. It should make the entrance more safe and our locks will be installed on the new gate, when completed.

The changeover to the new access key has had problems as it seems that many of our members cannot understand how to connect the padlocks in series so that opening any padlock will allow entry, and I have had to make maybe 12, or more, trips over to the gate to allow members access.

Your committee are reviewing the MAAA Insurance policies as provided by VMAA Secretary. We will soon be arranging a meeting with the VMAA and 2 other clubs to get a better understanding of the coverage. The reason for involving other clubs is to get a wider spread of knowledge and understanding since VARMS is primarily a glider club and may have different viewpoints. This may not happen until the New Year.

You are all invited to the VARMS Christmas Celebration BBQ and Fly-In on Friday December 14. Come along and enjoy the day/evening. BBQ and Soft Drinks at No Cost to members and we will have the usual raffle plus the "Members Present" special draw for a good prize. The BBQ will be starting around 6.30 pm, with the meeting hopefully underway around 8.00 pm. Friday PM is usually a regular Glider Flying session that will end for this day at around 4.30 pm and I will leave it up to the appointed Safety Officer/s to juggle in some aerotow and power (and heli) flying and then maybe some more winch launched glider. Sorry no bungees at this time but you should get a launch off an other members winch. Flying strictly at members risk and if you don't think you can fly safely with the other types being flown then don't fly.

There will be only one pilot station in operation at any time. It will be on the Power area or the Glider field but not both areas at once

I hope you all have a good time!

That's all for now.

Max Haysom

Tw-Fly Meeting December 14 Briggs Field

BBQ from 6:30pm, Meeting 8:00pm

Free for Members

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.

Send stuff for Aspectivity to:

David Jones

17 Aitken Street, Clifton Hill 3068

9481 8516 / 0427 371442

Better yet, Email to:

aspectivity@hotmail.com

MINUTES OF THE GENERAL MEETING AND AGM , NOVEMBER 9

Held at Glen Waverley Primary School-.Comm. 8.20 P.M.

President Max Haysom.

Raffle prize -\$30 gift voucher (CA Glue) from Dave's Toys for Big Boys

Apologies-Ian Pearson.

New Members & other Visitors – Rob Donker (Doncaster MAC.)

October 2007 General Meeting Minutes –matters arising - nil.

Secretary.

Correspondence In VMAA Exec. October 2007 Minutes- Letters ex. Lilydale MFC & P&DARCS –re Club Fly-ins & December Club Meet. Details.

Correspondence Out.-Several e mails from Max Haysom, to Theiss John Holland.. re Briggs field entrance.

President Max Haysom. Report

MAAA Insurance Policies review – proposed approach to Doncaster , Lilydale & P&DARCS Clubs to canvass joint review of Public Liability & personal Injury policy provisions, to clarify exactly what we as club members, are covered for.

Site Liaison.

Good progress made on final site cleanup. – water re-connected & meeting with Parks Vic ranger (David Collins) re safety of field entrance * secure perimeter fence – also discussion on new scheme proposed for License holders-incl prospects of 3x1x1 yr License, in near future.

Briggs Field - current issues. –

Club Keyboard. – Modifications proposed, for extra 10 slots , for 2.4G sets operation & prospect of blanking off frequencies 36 601 & 36 659 to avoid possibility of radio interference.

Social member category (non flying) approved by Committee – see Raoul Wynn for details.

December 07 General Club Meet –at Field, incl free BBQ & Members' raffle prize. .

Club 40th Anniversary celebrations – discussion on venue, format of & proposed sub – committee for planning of event

Editor Down load of Aspectivity from Club website, has substantially reduced cost of printing & distribution of hard copy magazine each month.- general member satisfaction with arrangement.

Registrar: - 159 Club Members at present – incl. several new members this month.

Club Meeting programme – March 08. Transmitter frequency testing- & Feb.08 – talk by Peter Cossins, on safe radio gear installation in R.C. Models.

Club Training – Training Sunday 11th November,07,with VARMS trophy round P.M. – Contact Ian Slack, for any training needs, over Xmas/ New Year – Camperdown Fly in 27 – 30 Nov. – push for all members to be certified for Bronze Wings flight qualification.

Treasurer. Club Finances in good shape General Account \$13428.81Cr - \$9914.71 at same time last year.

Field Maintenance - Martin Hopper – Briggs field in good shape.- awaiting rain, before work on leveling power strip - car park sealing contemplated soon.

State Slope Champs Report – Peter Cossins – engaging day, with good informal atmosphere. Results:

1st Ian Cole

2nd Des Bayliss

3rd Peter Cossins.

Contest report – David Pratley – Bendigo F3J event washed out. – F3B round Diggers Rest – 18 November07 RCGA round 4 Thermal – 16 December,07 – Call for team members for 08 VMAA trophy team – concerns aired over judging issues.

Electric Glider Competition – next date – Sunday,25th November,2007 & 20 January,08 p.m.. – weather permitting.. -

Around the Shops - David Pratley – Good value Hyperion Chargers & Wavepoint “outrunner” electric motors – see Dave for details..

Special Interest Groups.

Colin Collyer - Scale Glider Group. – report on Lameroo meet – coming events – Mildura & Bendigo – see Colin for details. – call for sub - committee volunteer members from floor, for Club 40th birthday celebrations..

General Business.

Discussion on **Club Members' wishes for Club Special events** – eg visits to Model Engines warehouse & Aerosonde – call for members' suggestions to be sent to max Haysom.

Formal Meeting ended 9.30 p.m.

Club Meeting Presentation by Alan Mayhew on Contest Glider controls setup.

Alan presented a very informative and practical demonstration, using one of his competition gliders, on control settings for contest flying.

Congratulations Alan, for a great job very well done!

At The NAB

AT THE NAB	
Income V's Spending	
Between 1/11/07 and 30/11/07	
Income	
Subs 07/08	\$966.00
Other Income - Refund	\$64.50
Total Income	\$1,030.50
Expense Categories	
Aspectivity	\$138.10
- Printing \$141.90	
- Postage \$45.00	
Bank Charges	\$13.00
Briggs Field	\$106.16
-Mowing \$106.16	
Insurance	\$436.00
Flying \$436.00	
Rent	\$45.84
HSR \$45.84	
Total Expense Categories	\$739.10

Mowing Roster

Bruce Robinson	9887 8996	Completed
Geoff Moore	9802 2044	15 December
Greame Hollis	9739 4886	22 December
Ross Peasley	9877 2215	29 December
Robert Cassell	97951330	5 January
Henri Wohlmuth	9764 1921	12 January
Keith Heale	9509 6829	19 January
Malcolm Buckmaster	9763 1632	26 January
Jim Baker	9803 2185	2 February

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

Training Dates

**February 3 & 17, March 2, 16 & 30
April 13, May 4 & 18**

Training Radio Frequencies are: 641 643 645

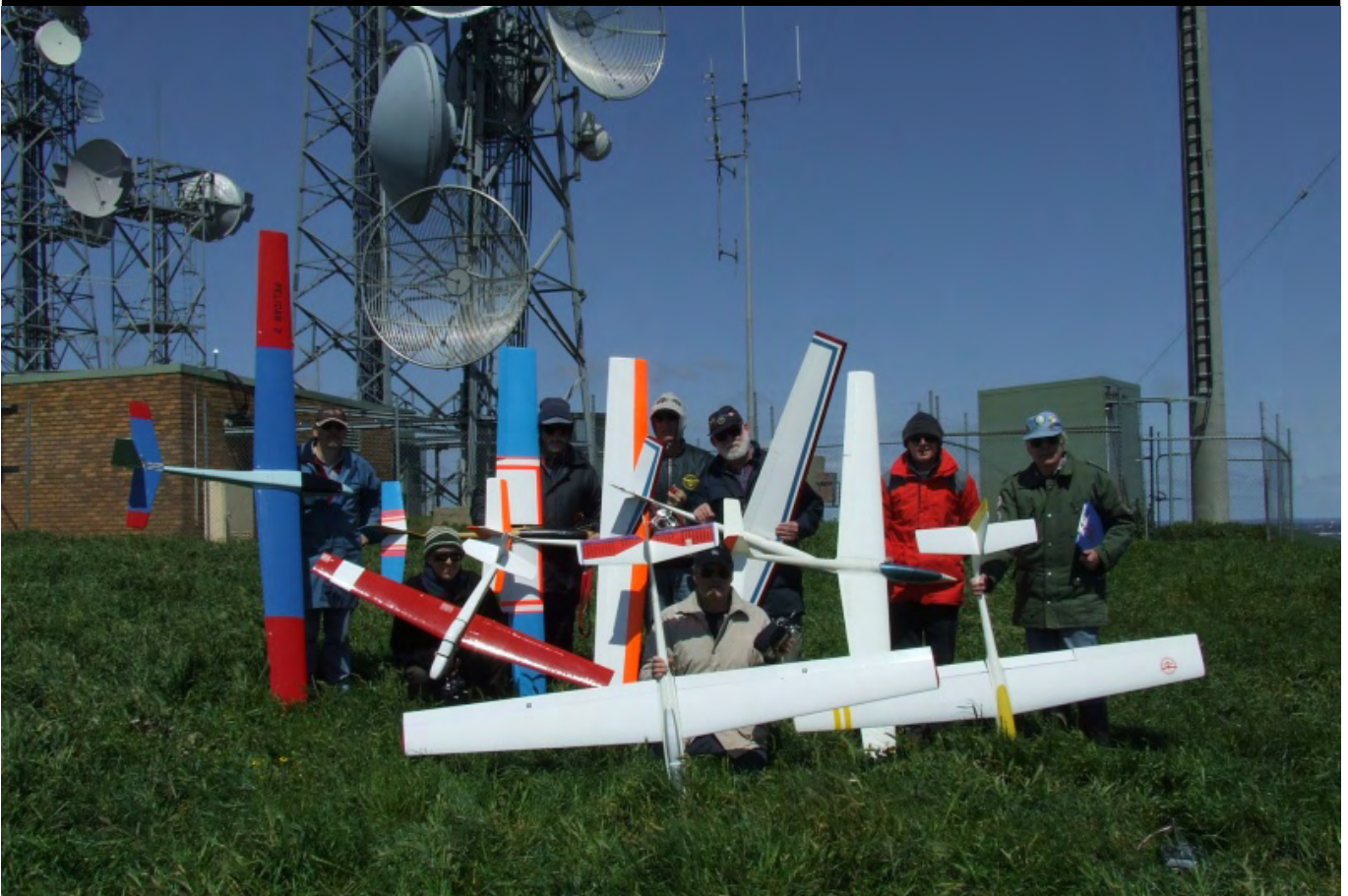
Have you paid your membership renewal for 2007 / 2008?

Without your continued support we will not be able to continue to develop and maintain our facilities.

GATE KEY SWAP

**The gate padlock for Briggs Field will be changed after the December Meeting. Both locks will be in use between the November and December Meetings. New keys will be available in exchange for your current key at the November and December Meetings and by arrangement with Max Haysom at the field.
No swaps via mail.**

STATE SLOPE CHAMPIONSHIP MT HOLLOWBACK, BALLARAT 14TH OCT 2007



The medium range weather report for the 14th of October was for very high winds of 30 knots or so. Fortunately the actual weather on the day was very much better if not a bit too much the other way.

On the appointed Sunday morning I got up very early and went on the Internet for the Aviation Weather (TAF as it is called) for Ballarat airport. The report for Ballarat indicated variable winds to 5 knots until about 11 am after which the wind would go to a westerly at 15 knots. As this is a ground level forecast for the airport, this seemed like a good sign for Hollowback.

I arrived at Bald Hills at about 9 am and had the slope to myself. There was enough lift to do some practice aers. By about 10.15 am eight people had arrived to participate in the competition. I am not sure why slope competitions do not enjoy the same sort of support as thermal, it



may be that there is no National and International competition in this area. Slope aerobatics is a lot of fun, but it seems that most slope flyers just like to get out there and fun fly. The price of petrol, of course has also caused a concentration on thermal which can be flown in the metropolitan area without having to travel too much.

Seven is enough for a competition so the event was on. Judging was undertaken in rotation with myself, Ian Slack and our country cousin, Des Bayliss, doing the honours. Two judges were used at the one time with a

STATE SLOPE CHAMPIONSHIP Continued

scoring wheel being kindly provided by Ian Cole to keep the numbers confidential from the participant. I have used the three judge rotating arrangement a number of times and have found that the results are fairly equitable in terms of ranking the flying, the absolute numbers are not important in my view.

Ballarat did its usual thing with lift coming and going and height often being attained with the assistance of thermals. We opted for a two turn spin instead of three to help get through the day. I will admit at times I thought we would not be able to complete the competition.

Talking of two turn spins, Colin Smith entertained us all when he lost count from a fairly low starting height and went underground with three plus spins. If we had 'entertainment' points, Colin would have scored very well as we all very impressed! Colin took his misfortune as he usually does with very good grace and fortunately his Richocet was only slightly damaged. It was good to see first timer Bruce Clapperton having a go at the competition. With the right model for the task I can see that Bruce would have scored quite a lot higher than he did on the day. To be competitive you really do need a Richocet or comparable performer. Never the less Bruce undertook most of the required maneuvers successfully.

The results showed that the winner, Ian Cole was in a bracket all of his own, with the rest of us reasonably well grouped together. Choice of the optional maneuver can be a discerning factor with the degree of difficulty adding a multiplier to the score. A fair average attempt at a high difficulty maneuver can result in a better score outcome than a good effort at a lower difficulty factor. Its all a bit of a devil's choice really.

As a matter of record, I had transcribed the difficulty factor for an 8 point roll incorrectly, it is 2.5 not 2.0 as indicated on the score sheet. No one had a go at that one anyway so there was no problem.

While I am making admissions, I had calculated Ian Slack's scores incorrectly and as a result Ian has been elevated to his rightful place at fourth.

It was great to see old time VARMS member Ian Haig turn up on the slope representing Co-huna. Ian was one of the founding members of VARMS as was Ray Cooper.

The results after three rounds were:

Ian Cole 387
Des Bayliss 340
Peter Cossins 325
Ian Slack 317
Ian Haig 300
Ray Cooper 295
Colin Smith 260.5
Bruce Clapperton 234.5

The competition was undertaken in great spirit and a friendly atmosphere. Thanks to Ian and Des for judging all day. I am looking forward to next years event, hopefully with a bit of practice to take place beforehand.



Peter Cossins Contest Director

Smiddy's.....STUFF and NONSENSE

I admit I am sucker for magazines...they give you so much information but do tend to be a bit expensive which is why we should circulate and share old ones.... they are an invaluable source of lots of 'good stuff'. For example, this months (December) **Aviation Modeller International** is one well worth buying...for starters it has just about all you need to know about how to cut foam wings. Starting with how to square the foam block, right through to setting up templates etc. Now, combine that with their free plan for a fast and furious small slope soarer utilizing those wings you have just cut makes it a pretty good buy. I started cutting foam wings from an article I read in RCM&E many, many, many years ago using a nichrome wire straightened from a new electric fire (radiator) element clamped in a big bow-saw and coupled to a 12 volt car battery. The remainder of the element doubled as a variable rheostat.....rudimentary, and health and safety would probably go spare but it got me started. Elements are still available from Mitcham Appliance Spares & Repairs, and a good secondhand deep cycle battery can be purchased from many invalid buggy repairers for about 10 to 15 bucks. Mine came from Croydon, via the Yellow Pages. All good fun this experimenting lark! Lastly in the mag was a column by Peter Miller who rambles on about everything and nothing but usually makes sense and with a bit of humour thrown in. This month it was roughly about when visiting model shops buying two or more of basic items such as balsa, linkages and stockpiling a little bit for Ron.... You all know him ...lateron. In Melbourne we are very lucky having quite a few of those disappearing things known as "model shops" ...Think about it?...how many have disappeared in the last few years? It is very easy to sit in front of the confuser and surf the 'ether' for "stuff", punch a few keys and pay without ever talking to another human. (Ether? ...now that's something as scarce as hens teeth nowadays.... Used to be readily available for mixing-yer-own diesel fuel (or general sniffing purposes) ...not now!) Where was I?...Oh yes, what I am getting at is.... **support your local model shop** or by constantly buying over the net they will disappear. Then where will you go to moan about the price of things, browse the stacked shelves and generally chew the fat and eventually purchase those bits and pieces you need to finish a project. Shopkeepers are not infallible or mind readers... tell em if you have a gripe! Finally let me ask you a question...how many of you found this club via a model shop?

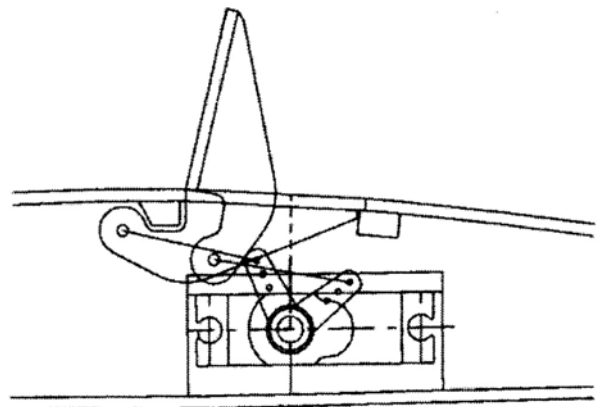
One thing NOT available over the counter is high tensile seamless ally tube but Jim Robertson tells me that his source of the stuff is available once again and this time comes with a couple of sleeves. Evidently it is used for walking and skiing poles in Germany where it is made. Jim sells them for about \$10 per 1500mm length....just right for that converting the Nietoperz to a two piece model.....Good timing Jim.

Finally, a linkage that Tim Morland uses in his $\frac{1}{4}$ scale 1-26 for the spoilers. He uses 2 ball joints and a short length of allthread for the actuating arm and finds that all slop is eliminated, plus it is infinitely adjustable. Note the shape of that horn..... Thanks Tim.

Tim has used computer graphics/ autocad for this exercise. However not everybody has the skill or access to such things and Colin Collyer can often be seen roaming the club meetings with his latest balsa/ply model of an annoying linkage problem he has solved ...at two or three times full size of course,there's always more than one answer to a problem.

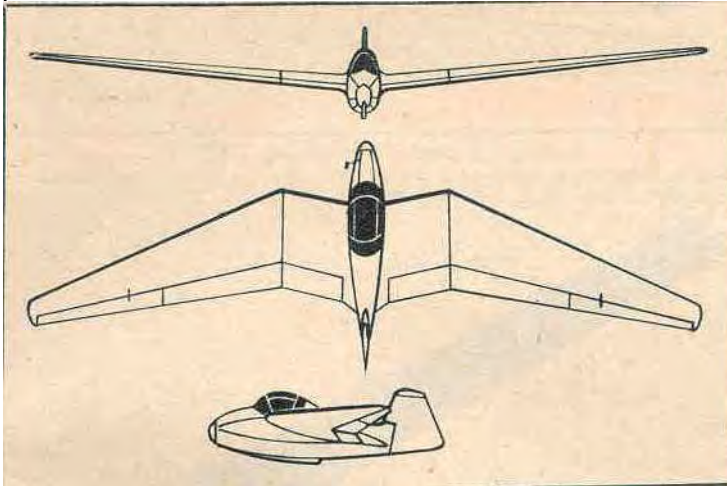
Got any ideas...lemme know

Smiddy 9874 3480 colinkay@lizzy.com.au



This month's subject for scale was not supposed to be written until the middle of next year but as I was researching the December offering I found that Traplet Publishing's "Radio Control Model World" was offering a 68 inch span free plan in their December edition of the rather tastily shaped flying wing :-

SZD NIETOPERZ



First thoughts were BUMMA !!!!!..... Andrew Allen and myself had just bought these 100 inch copies of the same plans from the UK (independently and at great expense, I would add) whereas we could have had them free plus a not-to-shabby magazine to read as well, Oh well.....here goes:-

As expected for a 1951 sailplane the construction was timber framework with Plywood covering and fabric covered control surfaces. The Fuz was basically a octagonal shaped box with a huge clear canopy for all-round visibility, probably vital with such an experimental plane.

At 12000mm span and a generous root chord of 1700mm and tip chord of 425mm a reasonable sized 1/4 scale model would be forthcoming.

Martin Simmons has an excellent 3 view in his book **Sailplanes 1945 to 1965** plus a very informative write up itemizing the various stages of its development.

www.twitt.org is another source of 'good stuff' for us modelers, however a simple solution for control would be elevons plus a rudder combined with a wing section for a non-swept flying

wing as Colin Collyer informed me some time ago...its NOT a swept wing, and if you don't believe him check out a side view. The trailing edges of the wing at root and tip are the same. Despite its looks there is no gull shape to the wings, the underside is flat but it does have a reasonable amount of dihedral and generous washout at the tip will aid its slow speed flying ability. Construction will be straightforward and that huge canopy will undoubtedly add that something special to its overall appearance, espe-



cially with a pilot. I must admit that a 1/4 scale version at 3000 span is very tempting but then why not go that extra bit and enlarge it to 1/3 scale at 4000, the chord will only be 567mm!...Two forests of balsa? There is a little bit of "stuff" on the web, even an ARTF fly model from the UK, and a full-size hanging in a museum in Poland, anyone going on holiday with a camera?

Happy Building.

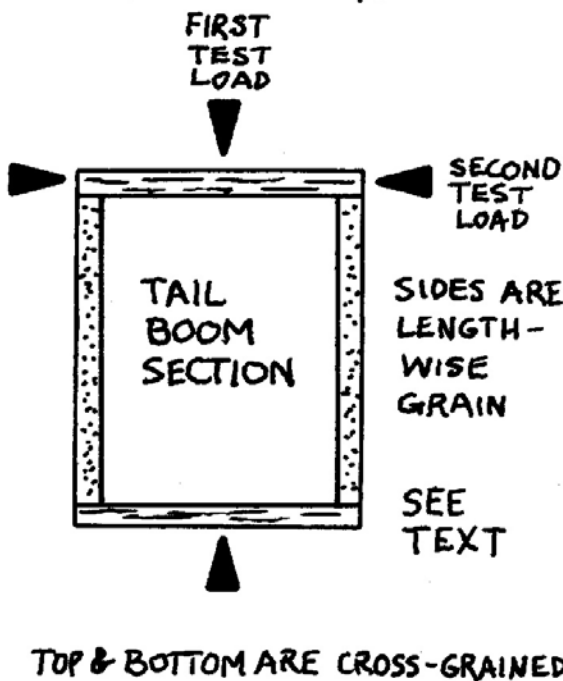
There is definitely something wrong with the wind this year...not enough of it or in the right direction but the one thing we did find out on a trip down to Kilcunda was that the grass is knee high and full of stuff that makes you sneeze so be warned !!!! Hay fever sufferers ...stay home.

This was sent me via the net and is an Irish Weather Station. It seems appropriate especially as whenever Gary Mac phones to see

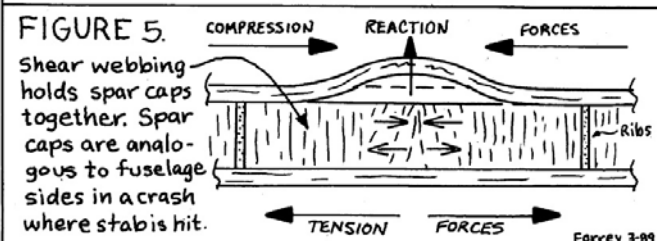
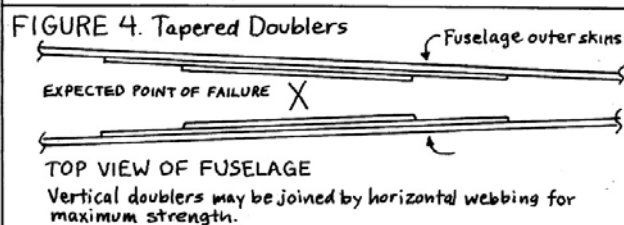
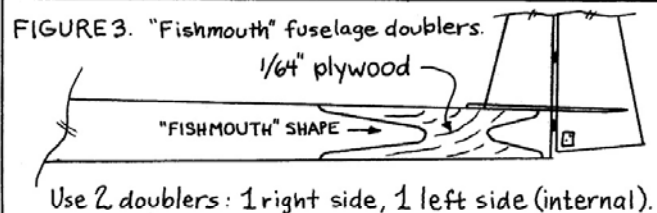
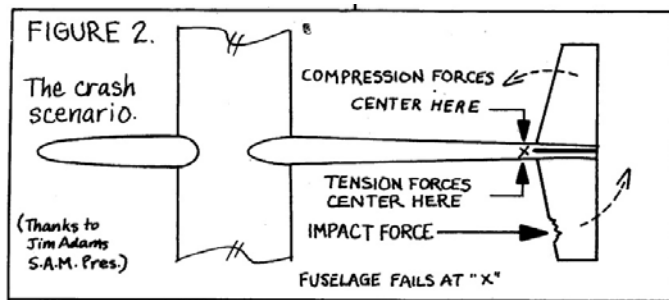


FIGURE 1.

The typical kit-type fuselage.



where we are going flying on his RDO the wind drops...frame it and throw darts at it Gary. Last month I think I was rabbiting on about tail ends and failureswell I turned up some stuff in a yank mag which explains why tails fail (I think) The diagrams are primarily aimed at thermal soarers but the principles apply to all models and



are self explanatory I hope. Fig 5 is about shear webs in the wings and why the grain is running top to bottom for greater strength and not lengthways. If anybody wants a copy of the article let me know and I can print on off and bring to the meeting.

Finally for this year :_

MERRY CHRISTMAS

and a

HAPPY NEW YEAR

See you on the slopeSmiddy

BENDIGO SCALE WEEKEND GARY MAC

Saturday dawned with a bit of cloud but looked like it would turn into a good day. Sure enough, by the time we got over the ranges, the sky cleared and it started to warm up. We arrived a bit after 10am and there were gliders in the air when we got there and even then it was shaping up to be a good weekend.

Greg Oak had the big Hots doing the tug duties and he was also flying his ASW15. Rod Watkins had his ASW28 up chasing the thermals and Mark Doyle had his ¼ scale Salto up. The thermals were everywhere and you would fly out of one and jump straight into another one. Anthony Pâté christened his Schweitzer 2-33 with its maiden flight and was very pleased with it and once he had it all trimmed out was having a ball chasing thermals. Ian Slack came up for the day and got amongst the thermals.

Jim Houdalakis finally got to give his new DUO DISCUS its maiden flight and once he had it trimmed out got on to some good thermals with a couple of half hour flights and on Sunday stayed up well over an hour. Andy Smith came up on Saturday and was flying his KIRBY KITE round the sky. I got David Hobby to give my 1/3 scale KA8 its first test flight and I was very pleased with it as it flies nice and slow but on the 3rd flight after a nice landing just as it was nearly stopped one wing collected a tuft of grass and swung it around causing the wing carriage of the fuselage to come away. This was a bit of a weak spot in the plane so I will strengthen that up and there was not too much other damage. The couple of times I got to fly it, it was a real pleasure to fly. Colin Collyer had his usual assortment of planes out and was flying around.

Neil Spencer & Henry Kobylanski arrived with their tug and gave Greg Voak a bit of a spell. While Henryk was doing tug duties, Neil had his SLINGSBY GULL up chasing thermals. Next to arrive was David Hobby with his PIPER CUB to help out with tug duties and in between was flying his KA8. Theo Arvanitakis had his PILATUS B4 up flitting around the sky and covering plenty of territory.

Saturday would have to be the best day for thermals that I have seen in my short involvement in aero-modelling. It was nice and warm with just a hint of a breeze to keep the flies away most of the time. As usual the Bendigo boys put on a BBQ for lunch for us on both days which was much appreciated

There were 7 of us staying at the caravan park which has new owners. They have put a new swimming pool in and made lots of changes to the park. The lady owner tried to get us a table at the Marong Pub but it was all booked out so she got us into a little pub called Pratt's Patch which was built in the gold rush era. They have made it into a nice restaurant as well and the meal was divine so we will definitely be going there for dinner next year.

Sunday dawned as good as Saturday and it wasn't long before everyone was into it again with Neil Spencer getting on to a ripper thermal and stayed up for over an hour.

David Hobby lost the tail wheel on his PIPER CUB tug and had to retire it from tug duties. Leon Carlos came up for the day and soon had his Bergfalke out. Sunday a few guys from the Ballarat Aero Club arrived to join in the fun and even bought their own tug with Rob doing the honours of tug pilot. It was a great pleasure to be towed up by him and it gave the other guys a spell. If I have missed anyone out sorry, but I was having too good a time to get round everyone. I would say everyone enjoyed themselves with all those thermals about.

Congratulations to Colin Collyer who achieved his GOLDEN WINGS for a glider at Bendigo.

Your committee have agreed to devoting a page within Aspectivity to our members – covering news about membership, individual member achievements and related topics. We have also found space for an occasional “wit and wisdom” column – hope you enjoy it.

It is appropriate for us to start by welcoming our 21 new members – all of whom have joined since July this year.

Gregory Egan	Michael Mooney
Brett Anthony	John Cochrane
Glenn Salisbury	Brian Cosman-Jones
Christopher Kurdian	Russell Thomson
Emily Garlick-Sloman	Simon Remington
Grant Collins	Blake Gray
Adam Gray	Timothy Denyer
Bruce Perry	Murray White
Ken Donelly	Adrian de Vos
Timothy Williams	John Cott
Rob Donker	

Wit & Wisdom

All political careers end in failure, but a lot of them these days also end in diaries
Anonymous

“All I ask is the chance to prove that money can't make me happy”
Spike Milligan

“Insanity is hereditary – you catch it from your kids”
Ronald Reagan

“You can't keep blaming yourself. Just blame yourself once, then move on”
Homer Simpson

“If the government is big enough to give you what you want, it is big enough to take away everything you have”
Gerald Ford

“I always wanted to be somebody, but I should have been more specific”
Lily Tomlin

“Speed never killed anyone. Suddenly becoming stationary – that's what gets you.”
Jeremy Clarkson

“There are only two types of music – good and bad”
Duke Ellington

“Learn from others mistakes. We don't have time to make them all ourselves”
Eleanor Roosevelt

My records show that four of the above have gained their Bronze Wings whilst another six members have a Solo glider rating. So, you should never question the value of Ian Slack's training sessions. And he is also working hard upgrading existing member solo ratings to Bronze. Our club is well blessed with this superb glider training program.

At this time last year we had seven new members, so we must be doing something right to have treble the number signing up with VARMS this year.

New Member Category

We have introduced a new member category - Social Member. For some time past we had a “newsletter only” membership, but with the ready availability of Aspectivity on our website it was no longer feasible to ask for a \$40 per year payment for our magazine.

What we did not have was a membership category, for those who wish to maintain their links with VARMS but could no longer participate as a flying member. This was the stimulus for the creation of the social member category. A social member has all the privileges of a full member except for flying rights. Therefore, Social Members are able to attend all general member meetings, to vote on resolutions and be heard as a full member in all discussions and debates we have. Each Social Member will receive a Social Member card which makes it clear that they are not entitled to fly at Briggs Field. Of course, Social Members may be affiliated, via another club, with the VMAA/MAAA.

This decision was made after Peter Mather, a VARMS founding member, wrote to us. (See Page 14 for the full letter—Ed.) Peter noted that for those who have deep links with VARMS, but are not able to fly at Briggs, we could do better. We agreed.

Ray has been pushing the envelope his entire aeromodelling career. Before he was old enough to drive he was building large scale radio controlled gliders. These were built from scratch as there were no kits available for models of this size back then. Ray was the first to build a 1/3 scale Foka 5 model – this model was later used by the late Brian Laging to set a World endurance record of 28h 00m 28s.

He was exceptionally adept with competition flying as well as the early VARMS records attest.

Ray started his FAI records with an altitude record for F5-S models. (electric power using rechargeable cells) This record of 2573m was set in December 2003. His next record was another F5 –S record and was set in July 2004. This time the record was for a “goal and return” distance of 54.30km.

Ray’s most recent record attempt in May 2006 was done in order to regain his goal and return World Record that had been exceeded in December 2004 with a record of 68.9km and again in July 2005 with a distance of 80.43km.

Ray set a new Distance to goal and return World record of 142.8km – exceeding the previous record by over 75%.

The setting of these three World records has been an exceptional achievement. There has been an enormous amount of prior preparation – designing and building the record model, testing the model’s performance, planning the route, organizing the numerous officials needed in order to have the record successfully ratified.

Then comes performing the actual record task:

In order to set goal and return records it is necessary to follow the model in a car. In this last record, we had to drive a distance of about 150km. Of course Ray was flying his model during all this time. It is much harder flying from a moving vehicle – there are variations in the speed travelled, you can be bumped about, especially on the unmade country roads and you often have difficulty seeing the model clearly as you pass under trees. You have to be very careful and plan ahead when negotiating corners as the model may not be visible due to the roof of the car if it is not positioned correctly before making the turn.

Ray is a true “quiet achiever”. He has steadily prepared and planned his record attempts and his successes have been due to his diligent and consistent efforts to complete these records.

An Open Letter from Peter Mather

I noted your comment in the President's Report September 2007 that a sizeable number of people had not renewed.

I found myself for the first time this year in a position of uncertainty about my own renewal, so thought you might be interested in the view from someone at the margins of the renewal decision. To cut to the bottom line, yes: I have renewed for 2007-8, but had a right royal dither along the way.

I have been a member of VARMS since its inception, and have kept my membership alive through Air Force postings around the countryside and my settling in Melbourne's western suburbs on retirement. One of the key things that allowed me to stay a member was the wide range of membership options, including the newsletter-only membership at reasonable cost for those who wanted to stay in touch, but were not in a position to take full advantage of flying membership. I make no claim to speak for others, but names like Scott Lennon, Des Bayliss, Ralph Learmont, Dieter Prussner come to mind as others who have an abiding affection for VARMS, but are not well placed geographically or in life priorities to take an active part in the association.

People become and remain members of any organisation for a wide variety of reasons: some are in there 'boots-and-all', doing the work and enjoying all activities; some see the organisation as a provider of services for which they pay; some just enjoy the occasional company, the association with like-minded folks, and a newsletter. I guess I've been all of those at some stage. Those who are happy to pay a modest membership fee and cost us only a monthly newsletter are perhaps as good in the value-for-money department as any other.

For me, this year, the abolition of the 'newsletter only' level of membership created a bit of a dilemma: as a foundation member I value the Association highly, but I am already an active member of two clubs in the western region, and full membership of VARMS is something I will only occasionally be able to put to practical use. So your application form sat, fully filled in, on my desk for several months while I dithered (I do a high-quality dither, and would be happy to run a practical workshop in this valuable skill if you need a meeting filler).

The final decision rested on the fact that VARMS is approaching its 40th anniversary, and I wanted to remain a member for the full 40 years, at least.

Anyway, if you wanted a glimpse into the tortured mind of the swinging voter, that's it. Hope to see you at the annual Auction in October—one of my favourite VARMS activities.

Cheers,
Pete Mather
VARMS No 06

RCGA F3B Round 3

Gerry Carter



A little bit delayed but here are the results together with a few pictures.

The F3B comp ran with nine competitors and we also had Bruce Nye and Steve Boag from Tasmania with us. Unfortunately for various reasons neither was able to fly, but both were able to stay and help and that made things run very well.

We had dreadful weather early in the morning but it cleared quite quickly and we then moved through two rounds of duration and distance, and six rounds of speed.

The way that everybody worked together was great and made it very enjoyable.

The lack of speed practice showed early on but gradu-

ally the times improved.

Distance proved a challenge in the conditions with good launch height and choice of ballast (usually) being critical for success.

Due solely to the fairly strong wind conditions, several models suffered damage on launch and were unable to continue. There was no damage due to the F3B tasks. On the day Gerry Carter held on to finish first with Theo Arvanitakis second and Marcus Stent third.

Finally, on the way home most stopped off at the road house and settled in for refreshments and a good talk about everything in general and modelling in particular. Now, a little bit about the photographs.

Jim Houdalakis managed to jam the nose cone onto his model

(OK, he glued it on!).

The photo shows Jim and Theo trying to get it off. In the end I think that Tim Lennon (with Jim) managed to get it off.

Jim and Gerry had a day out at the West Coast Soarers field. This photo gives some idea of what it is like. With permission, we might hold some comps or practice days there.



I left my car a little bit too long and ended up with a birds nest, complete with egg, on the roof rack. Don't let it happen to you. The last photo is a picture of the F3B flight line at Diggers Rest.

Regards,

Gerry Carter

PS The next RCGA comp is a thermal event at Diggers Rest on December 16th.

Results are on the VARMS website.



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VARMS Web Site : <http://www.varms.org.au>

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.

VARMS organises regular competitions in both Slope and Thermal Soaring, for many kinds of radio controlled gliders, ranging from fun-fly models to competition models and scale replicas.

General Meetings are held on the SECOND FRIDAY of each month (except January) - at the Glen Waverley Primary School Hall, in High Street Road, Glen Waverley (next to McDonalds on the corner of High Street Road and Springvale Rd.). Meetings start at 8:00pm and visitors are welcome. Formalities are usually followed by lively discussions on matters of interest to all modellers.



**If undelivered return to:
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