



Aspectivity

Reg No A0001504U

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

February 2008



Issue 407



Daddy, look what I caught!!! Can I keep him???

General Meeting

**Glen Waverley
Primary School**

**Friday
Feb 8th
8:00pm**

EDITOR
David "Numb Thumbs" Jones
Deadline : March 5th

Upcoming Events

Feb 16	Slope Fun Day	Warrnambool	G Lewis/ I Barton
17	RCGA Thermal League #6	Warrnambool	G Lewis/ I Barton
17	VARMS Training 10am Elect Glid FunFly 1pm	Briggs Field	VARMS
Mar 1	Scale Aerotow	Briggs Field	VARMS S G
2	VARMS Training 10am VARMS Trophy 1pm	Briggs Field	VARMS
8-10	Scale Slope	Camperdown	VARMS S G
16	VARMS Training 10am	Briggs Field	VARMS

VARMS Monthly Meetings – Presentation Topics

Our December 14th meeting

I understand that our Christmas BBQ at Briggs Field was good fun with lots of flying until someone up there dimmed the lights and directed us to the BBQ. I regret not being able to join you all, but every year at this time there are heaps of seemingly obligatory (ie if you want to keep your job!) corporate events for my wife and I and this Friday night was no exception.

Our February 8th meeting

As previously advised, Peter Cossins opens our year with a very welcome presentation on effective radio installation for safety and reliability, plus some do's and don'ts for 2.4 GHz gear. I recently heard some chat at Briggs about the reliability of 2.4 GHz systems, especially when installed in carbon fibre glider fuselages – are any of these views justified? What are the facts? It will be most helpful to hear from Peter rather than to continue to learn the hard way or to be misled by unfounded opinion.

Our March 14th Meeting

Birthdays and Christmas are constant reminders of the passing of the year. Well at VARMS every two years are marked by the “**re-testing and certificating of our radio transmitters**” – you do have your TX certified don't you....! This is a great service for our club – it couldn't be easier – whilst we are catching up with our fellow members, Peter Cossins will be at the back of the meeting hall, working his way through the testing of our gear. And even better, Peter does a bulk testing rate for us as well as donating part of the test fees to VARMS. A win-win deal for us all. For me, it is also a reminder that in the last two years I have not

bought any new gear – same old transmitters for testing again – are you like me and getting continued great service from your old faithful gear?

Meanwhile at the front of our hall, Colin Collyer will be leading the monthly presentation with: “**Setting up a simple 2 metre 2/3 channel glider**”. This is a must for many of us I am sure. Whilst at our last meeting Alan Mayhew gave us an insight into the complexities of full house glider set-ups, this month, we get the practical application of these principles to our everyday Prelude class gliders. I anticipate there is much more scope to improve our set-ups than we might realise. Indeed, having flown good and bad 2m glider set-ups I am keen to learn how to do it right – what a difference it makes to the fun of gliding.

See you there.

Repeated - Early notice for our Friday May 9th meeting

We are holding our general May 08 club meeting at Aerosonde - thanks to Colin Collyer for arranging this and the Aerosonde CEO for agreeing to host us all. Lock this date in your diary now for this special event. Details will be announced closer to the time.

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Cover Photo: Col Collyer's EAA Biplane on floats, Lake Narracan Photo: Col Collyer

President's Report February 2008 Max Haysom

Here we are again at the start of what may prove to be a challenging year for VARMS. We have our 40th Anniversary celebrations coming up in the first half of the year and the small sub committee are working towards a date in April or May. We need to complete the cleanup of the old track / parking area and use the material to finish the lower car park.

I'm sorry to say that the new entrance, off High Street Road, has not progressed, as I write. There is also some growing concern over the public entering, driving into the area and then just driving where they choose. I have been advised by Parks Victoria and the Police that, if we think that it is unsafe for the general public, and maybe our members because of this roaming, then we should seriously consider locking the inner access gate after entering. We may then have to consider a stile, or other non vehicular access for the public.

We do not have a firm date yet for the Group Meeting with other clubs and the VMAA / Insurance Company, to review the MAAA Insurance Policies. We will make this one of our first priority jobs this year.

The Christmas Meeting at Briggs was, by my observation, not well supported. Numbers appeared to be down on previous years, despite the good weather. If VARMS want to continue with the evening Fly In combined with the Christmas Meeting, in 2008, the committee needs to ensure that all members have a chance to enjoy the Fly In.

I have received noise complaints re our activities at Briggs Field. It would appear that some members, or even visitors, have been flying I/C powered models soon after dawn on Saturdays. I know that our split flying times are stated simply in our Club Rules and Operating Procedures as "till Noon" for mornings but this is also explained further in the Rules - Power Flight Operations, and I will quote:

"No I/C motor shall be started before 7.00 am on weekdays, 9.00 am on Saturday and shall not operate after 8.00 pm on any night. This is in line with the Government Noise Abatement Act." (There is normally no power flying on Sundays)

There are several residential areas close by, and the Church plus the Waverley Christian College has a boarding school, which I believe started back last week. Please politely advise the "early bird" members / visitors, to wait until a more reasonable hour. Thankyou.

That's all for now.

Max Haysom

Victorian State Thermal Championships March 30 Victorian State Flying Field

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, DECEMBER 7, 2007

Held at Briggs Field, High Street Road, Wantirna-.Comm. 8.20 P.M.

President Max Haysom.

Apologies Colin Collyer ; Raoul Wynn ; Allan Mayhew; David Jones.

President's Report.

Topics

- a) **Club training** – all proceeding well – quite substantial increase in trainee numbers.
- b) **Special Interest Groups** – Scale aerotow day December 1st. – good turnout and many successful thermal flights.
- c) **MAAA Public Liability Policy review** – ongoing review of current policy provisions, to ensure relevance to current Club activities.
- d) **Briggs Field** – field entrance gate to be re-located to East of present site – to happen shortly.
- e) **Gate keys** – exchange ongoing , those who have not yet done so, contact Max Haysom **urgently.**
- f) **Club Keyboard** at Briggs Field, recently upgraded.
- g) **Club 40th Anniversary celebrations** – April 2008. sub committee to be formed – proposed BBQ at field and special “Aspectivity” to be published; as well as erection of commemorative shade / shelter adjacent to flight area car park.
- h) **Registrar** – membership currently stands at 165+ members.
- i) **Editor** – explanation of where to find links to “Aspectivity” access on Club website
- j) **Vote of thanks** to BBQ organizers/helpers ;Ian Slack, Colin Smith & Brian Spencer. As well as mention of donation of supplies from Bakers delight.- thanks to Bruce Robinson.
- k) **Forthcoming Club Event dates** – Sunday, January20 2008 – Open Electric “Fun Fly” at Briggs Field.

General Business.

Drawing of Club Members' raffle.

Winners – Danny Malcman model Shop Gift Voucher.
& John Riley.- model kit.

Meeting Closed 8.35 p.m.

February Meeting
Peter Cossins has asked if members
could please bring to the meeting any
2.4 GHz equipment they have.

Transmitter and receiver with at least one
connected and functioning servo.

Should be an interesting test of possible
interference between 2.4GHz equipment...

At The NAB

Income V's Spending
Between 1/12/07 and 31/01/08

Income

Bank Interest	0.36
Sundry Income	110
Subs 07/08	\$1,314.00
Total Income	\$1,424.36

Expense Categories

Aspectivity	\$166.85
- Printing \$116.85	
- Postage \$50.00	
Bank Charges	\$10.00
Briggs Field	\$739.57
-Maint \$62.58	
-Mowing \$152.38	
-Tractor Maint \$354.64	
- General \$169.97	
Fee Refunds	\$94.50
Insurance	\$381.50
- Flying \$381.50	
Raffle Expenses	\$232.95
Rent	\$91.68
- HSR \$91.68	
Supper/BBQ	\$287.61
- BBQ \$299.45	
Total Expense Categories	\$2,004.66

Mowing Roster

Bruce Robinson	9887 8996	9 February
Geoff Moore	9802 2044	16 February
Greame Hollis	9739 4886	23 February
Ross Peasley	9877 2215	1 March
Robert Cassell	97951330	8 March
Henri Wohlmuth	9764 1921	15 March
Keith Heale	9509 6829	22 March
Mike Richardson	9557 6013	29 March
Malcolm Buckmaster	9763 1632	5 April
Jim Baker	9803 2185	12 April

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

Training Dates

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

Training Radio Frequencies are: 641 643 645

**VARMS Training is kindly
sponsored by
Hyperion Australia**

GATE KEY SWAP

**The gate padlock for Briggs Field has been changed.
New keys will be available by
arrangement with Max Haysom at the field.
No swaps via mail.**

**If you have not swapped keys yet, please do so as soon
as possible.**

VARMS is turning 40!

VARMS is about to become 40 years old... And that deserves a celebration !

Late last year the committee had some discussions about how we might celebrate this occasion, and perhaps because I was quite vocal, I got the job of "doin sumtin". So as to spread the load when the brick bats start flying, I co-opted Peter Cousins and Colin Smith to help, and Des Bayliss has also come up with some good stuff.

So, what can you expect? Well, its not going to be as big as Moomba... not quite!

Firstly... we are doing a special edition of Aspectivity that will cover many of the big events over the 40 years. It will cover old and new history - VARMS has changed over the years, but then some things stay the same.

Secondly... A flying day at Briggs Field, with a monster BBQ. We will be looking for as many "OLD" members to come and join us as we can, and will have segmented flying times to show off our activities. Maybe even a "MINI AIRSHOW " around lunch time.

Thirdly.... We are hoping to have a "shadecloth area" down near the power field erected by the day.

Sooo..... The above mentioned team cannot do all this, so some help will be required. Already we have co-opted some people to write articles on specific subjects, but I'm sure we haven't remembered them all, so if you can jolt the brain cells, and put something on paper, we'd be happy to accept it.... things like... building the power strips.... building the shed.... slope soaring days at Torquay, Healesville.... early Camperdowns.... Scale trips.... And some "modern history too.... WCx2 David Hobby.... World Altitude record by Ray Cooper.... And so it goes on.

We also need some ideas for the shadecloth area. Anyone with expertise in this area.. step forward

When is all this going to happen? **MAY the 11th MAY the 11th**
MAY the 11th.... thats right.. just after the MAY meeting!

Multiplex EasyGlider Modifications

Many club members are now flying the Multiplex EasyGlider as either a pure glider or as an electric assisted glider.

Many members have made interesting modifications to their EasyGliders which other club members would be very interested in.

All those club members who have made modifications, please send photos and descriptions of your changes to Smiddy (Colin Smith— colinkay@lizzy.com.au) as he is going to collate them for a future article in Aspectivity.

The Multiplex Cularis (the EasyGlider's big brother) is also becoming a popular model. If you have modifications for this new model, please send those also.

Greetings All

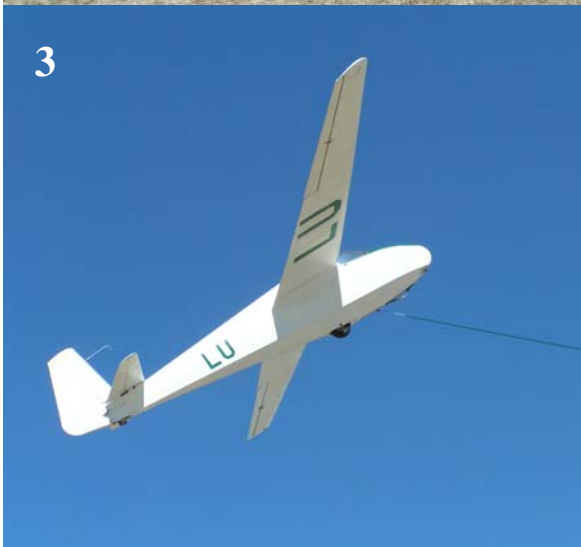
Just an up date on what's coming up in 2008.

Briggs Field gets going on Feb 2nd, after getting weathered out in January. Also in Feb is the Ballarat Aerotow, moved from later in the year, in the hope of better weather. It's Feb 23 and

24, camping on the field, and Hollowback as an alternative if the wind comes up.

I've also been thinking of an other club building project over winter. Aimed at newbies to scale, it would be limited to about 10 starters. Subject..... a Blanik at about 3mtrs wingspan, or a TMRC part kit from the US, a Cherokee 2., about \$200

Let me know what you think



These are some photo's from the Vintage Regatta at Bordertown in January

1 Foka 5R.. a rare thing, only one in the world. It would make a good scale model, and just a bit different to the others

2 A Woodstock... also a bit different, with winglets, a molded canopy, and wait for it.... retractable tip wheels. 2 others there to chose from

3 Cherokee 2 climbing on a winch launch

4 Boomerang... this one is a scale model, 1:1 scale, belonging to Bob Hickman and Neil Hardyman, their first entry into full size

Turned out to be a great place for documentation photo's, and a great bunch of people to mix with, including a few modellers.

Col

Smiddy's.....STUFF and NONSENSE

First a reminder that Jimmy Robertson will have his Ally tube and sleeves at the Feb meeting so bring your \$10 please. Brian Spencer, James Gleeson, Gary MacDougall, Andrew Allen, Danny Malcman, Max McCullough all ordered 1 set and Henryk Kobylanski and Keith Heale both ordered 2 sets each .

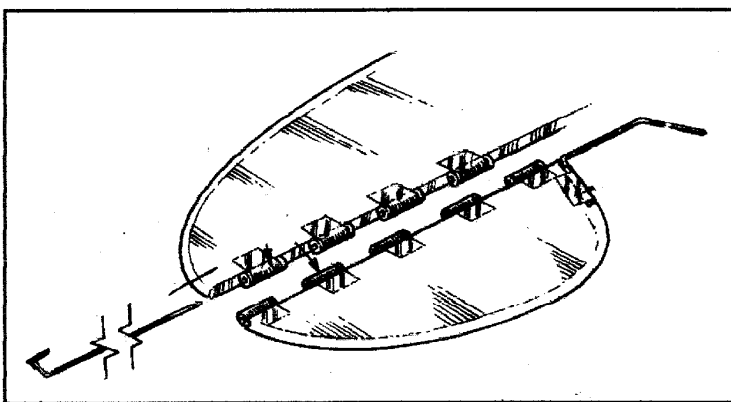
New member Henk phoned me to ask about the Neitoperz as his first scratchbuilt and scale job....Errrr? ...Ummm?...The thing to remember about scratch building is that all you are doing is recreating a kit. The hardest part can be tinterpreting the plan. The kit manufacturer however, has done all the hard work for you , nameing and numbering parts etc and they have also provided for the novice builder with a set of building instructions. You learn the technology as you build. For example the waggly bits on the wings are usually Ailerons and so on. Ralph Learmont's instructions for all his Southern Sailplane kits (Prelude, rico etc) were of the highest possible standard as are the Great Planes and other American kit manufacturers with plenty of self explanatory photos. So the easiest way to learn how to scratch build is to start at the bottom with a kit. Some venerable members never build anything other than kits.

2.4 Gig radios...I'm sure they are a ploy by model importers to get you to re-kit your model (crash for novices) more often. How many times have you heard.....

Aerial....Aerial, pull the out bloody aerial !!!!!This was the panic cry when "somebody" was test flying a new electric trainer plane with his JR tranny after spending all morning with his Spectrum 2.4 gig stubby aeraled tranny..... I did and he didn't.

Talking of problems...talk it over with a mate and often as not you'll find an answer such as the other day when I had to match painted wings with "filmed" ailerons and wanted a sealed hinge surface on my Salto wings. Talking to Max McCullogh we were tossing ideas about such as what type of film I was using, Solartex, and how I couldn't use heat on the painted wings. Settle for separate hinges was a solution when into my head popped the solution....paint the Solartex and then use the sticky tape as I wanted....It worked...talk about it.

Bruce Robertson sent me in this clipping from Airborne magazine for this super dooper TY1 hinge tape but check out those prices!!!.....WOW. (Yeah, but 50 metres is a lot of hinges! - Ed.)



Cyano glue 25mm lengths of Ally toob to the stabilizer and the waggly bits (elevator, flap, rudder or aileron) and tape around them. Nylorod inner has been used with success on EPP models but with each type use a suitable sized music wire centre rod which is removeable.

TY1 HINGE TAPE

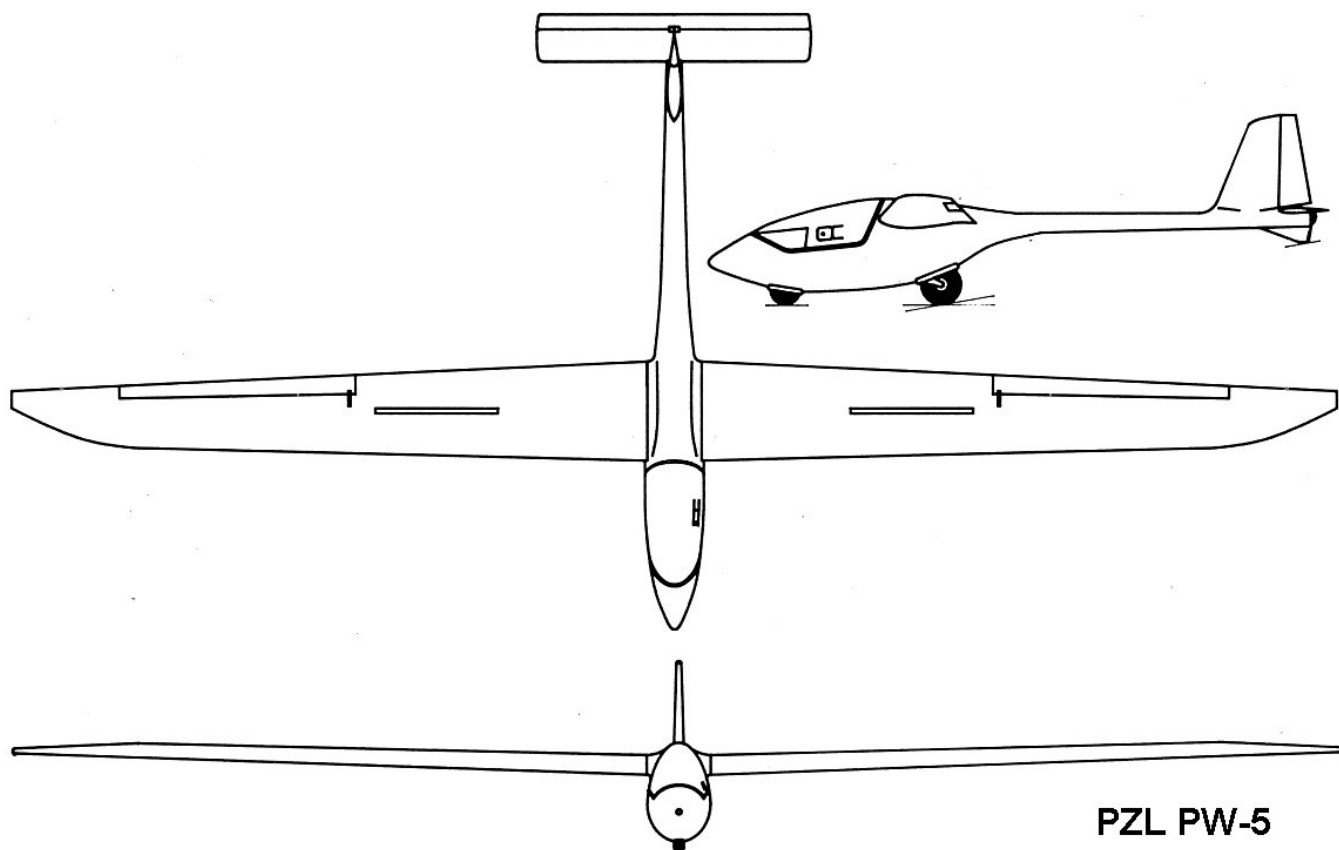


Often hard to find, this extra strong woven Ripstop nylon, fast tack adhesive hinge tape is now easily found at your local hobby shop. Due to its non-directional weave it, does not rip and remains extra flexible for the perfect hinge for yourelectric model or glider.

Available in 2 sizes: 1 inch (25mm) wide X 49 mts long roll. RRP \$35.99, 1.5 inches (38mm) wide X 49 mts long roll RRP \$45.99.

Available from your local hobby shop. Distributed by Tates Performance Hobbies.

Got any ideas...lemme know
Smiddy 9874 3480
colinkay@lizzy.com.au



PZL PW-5

The PW-5 was the winning entry in the IGC/ OSTIV World Class design contest. The design is available for license construction both by manufacturers and homebuilders. PZL Swidnik is the first manufacturing licensee to reach production. It is flapless, has upper surface Schempp-Hirth airbrakes for approach control, and a fixed main wheel. PZL has announced that PW-5 production was transferred to PZL Bielsko by the end of 1997.

For those interested in building a model the full size was GFRP with a fabric covered rudder and its main dimensions are:-

Span...13.44 M/44.0 ft Area...10.16sqm/109.4sqft and Aspect ratio...17.8

I understand that a plan is available from Traplet publications in the Uk/Aus for a 30 % version at 4000 span with a straightforward wooden Fuz and Foam wings. I can also access a copy of Martin Simon's 3 view from one of his books if anybody is interested. I must admit to liking a few of the features on this machine. Rear mounted cruciform tail with the elevator right at the very back to simplify linkage problems and to ease transport rash. Plug in foam wings and those airbrakes are just crying for somebody to design a quick and easy construction method, that won't jam. Its modern so will probably have a tinted or dark canopy which lets you use a "solid" one thus saving the need for a pilot (don't you just hate to see a big clear cockpit with nobody home!!!) and finally wouldn't you just love to cream a landing on that rearward wheel then after rolling for the odd 30 to 40 metres, with both wings level, gently let the nose wheel kiss the tarmac as you gently roll to a stop..... Majik !!!

Happy Building

At last some good breezes blowing in from the sea and not that 'orrible northerly stuff that gets you all 'ot and bovered and you fly with the sun in your eyes. Bruce Robertson snapped the Friday Gang at Tucks Road shortly before Ian Slack discovered that if you want good radio range it pays to plug your module into the back of you Tx **securely**.....and he did it TWICE!!!!.....and both of them brand spanking new models!!!!.

This just goes to prove that even the most experienced can get it wrong, and then wrong again. Fortunately post diagnostic dissemination of all available information revealed the cause...a slack fitting module (Oooh!.. Pun, sorry Ian)

Now more to the point ...one of the models was a \$160 Discus ready made jobby and identical to David Campbells that was flown a few weeks previously at Kilcunda. Ian is

Beginner Robert asking mentor Ian Slack a few questions. Me and Max McCullough in the background



The sky was blue and the sea was even more bluerer...perfect

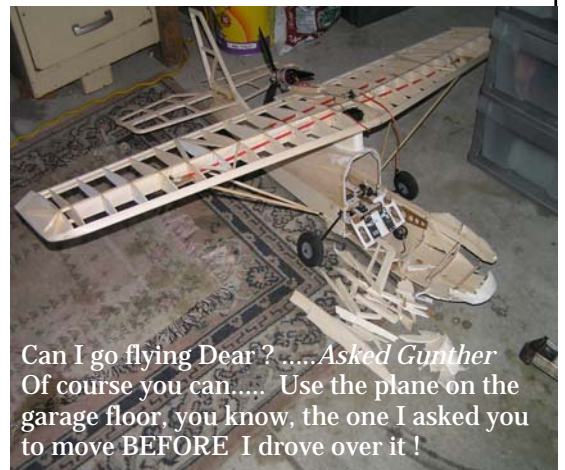


seen fettling his and they look superb and fly great BUT, and it's a big BUT cos they bite the unwary and inexperienced. Long time member Glen Salisbury has done an extensive blog on the R/C Groups website highlighting a few niggles to be aware off. Truth is that they have small thin narrow wings so they aint a floater...they need speed and of course the recommended control throws are way too generous thus causing them to be a bit snappy for the unwary, especially the elevator. Too much UP and the dreaded snap roll rears its head just as too much aileron at low speed instigates a snap roll

coupled with what appears to be aileron reversal. Now if all this puts you off...then don't be cos they are triffic looking models and well cheap for a ready built beasty...just be careful on that first flight and get thoroughly used to the model before putting it through its paces and getting adventurous.

I forgot to mention Ian's second failure which was his FliFli? ASW 28 at the same span as the Discus about 2.6 metres and ARTF. Slightly dearer than the Discus, and it would seem available direct from www.Aerofever.net (haven't seen any in the shops yet), but there is a DG1000 also available at about 2.6ish span and they have just released a Salto at 2.6 span.....that's right a SALTO!!!! Drool, drool ! Back to the Discus and I know Anthony Peate has electrified his ...hopefully he will tell us how, what and why... how about it Anthony?

See you on the slopeSmiddy



Can I go flying Dear?Asked Gunther Of course you can..... Use the plane on the garage floor, you know, the one I asked you to move BEFORE I drove over it !



The waters of Lake Narracan on Australia Day Weekend. The cover photo is from the same event—Ed.

The model is my DH Beaver, with a ST 3000 on ignition, about to have its first flight.

Initial flights were terrible, but a quick fix on the ailerons fixed all, now a delight to fly. It has good water manners, so the floats must be a good match.



Here is a photo of a Frog Prince, built by Barry De Kuyper.

The original Prince was a 3foot f/f glider put out by Frog in the UK. Barry's is somewhat bigger.

I built a Frog Dianna some years ago, scaled from 3foot to 9 foot. It is a lovely thing in light air, well worth the build.

Col

It is appropriate for us to start by welcoming our 9 new members – all of whom have joined since November 2007. Since July 2007 we have added 29 new members – a great result for our club. I have listed where each of these new members lives in the hope that if they are from your area you can make them welcome and perhaps travel together to Briggs – would save petrol costs too. If you are in a position to give assistance to these new members with supervised stick time, setting up a model etc then give me a call (03 9857 9029) and I will pass on your contact details to them.

Henk Van de Kerkhof	Senior	Narre Warren
David Cook	Senior	Vermont
Paul Richardson	Senior	Carnegie
Max Koludbovic	Senior	Scoresby
Martin Bouchereau	Senior	Scoresby
Paul Dumsday	Senior	Langwarren
Peter McCracken	Senior	Forest Hill
Yasuhiro Fukuhara	Senior	Mt Waverley
Timothy Brown	Senior	Ferntree Gully

My records show that seven of the above have yet to gain their Bronze Wings, so I am sure our training school will start the year with a full enrolment – thank-you to Ian Slack once again for the superb training effort.

Many of you will know Paul Dumsday – great to see a long standing VARMS member returning to us after several years. Paul has a very early VARMS membership number 103, so I am sure he will be able to add to our VARMS memory bank of stories for our upcoming 40th birthday celebrations.

In the December 07 Aspectivity I listed Gregory Egan on top of the list of new members. Well I was wrong! Greg is, of course, a long standing VARMS member. His fellow members at Monash University pulled his leg mercilessly about his having finally joined VARMS. Love it! The truth is that Greg loves VARMS so much that he signed up as a new member and paid the joining fee again too – hence his appearing as a new member. Sorry for this error Greg.

Monthly Meetings—Proposed Changes

Thanks to Bakers Delight, at The Glen Shopping Centre, we are going to have better nosh at our meetings. Bakers Delight will be providing sticky buns, coffee scrolls and suchlike for our supper every month – these will go very well with the cuppa! Well done to Bruce Robinson for arranging this - a nice touch.

We are also reviewing the format of our meetings, so that we get more presentation and chat time and less of the official reports at the start of our meeting. But we do still need to ensure that all members can learn about what is going on. So, your committee will publish their monthly reports in Aspectivity and not repeat them at the meeting. In this way all members will receive the Committee updates, but not have their meeting weighed down with the tedious stuff. This change will start from the March Aspectivity and meeting. Do hope you like the change.

<http://www.abc.net.au/science/news/stories/2007/2082800.htm>

Agence France-Presse

Tuesday, 6 November 2007

The prototype of a solar energy-powered plane has been designed and should make its first piloted flight late next year, the Swiss project leaders say.

The reduced-size model, which has a 61m wingspan, is now being built in northern Switzerland to test the technology involved in the full-size Solar Impulse aircraft.

If the first flight is successful, the 1.5-tonne plane will make a 36-hour flight through the night in 2009, piloted by round-the-world ballooning pioneer Bertrand Piccard.

Piccard says next year's first flight just metres above the runway at Dubendorf in Switzerland will mark the "moment of truth" after nearly two years of computer simulations.

One of the big challenges for the solar flight is how to store enough energy in batteries from its array of solar panels to keep the ultra-lightweight aircraft flying in darkness.

While pilotless drones have already accomplished the feat, it is far more difficult with the added size and weight of a pilot on board.

Another issue is how to stretch carbon sheet just a few tenths of millimetres thick over lengths of up to 20m.

Wingspan

Solar Impulse chief executive and mechanical engineer Andre Borschberg says most unbreakable materials are too heavy to use on the aircraft.

The final version of the aircraft is expected to have 250 square metres of solar panels stretched across an almost 80m wingspan, similar in width to the new A380 Airbus superjumbo that made its maiden flight to Australia last month.

However, while the Airbus A380 weighs 580 tonnes, the Solar Impulse will be a mere 2 tonnes.

The US\$101 million project aims to emulate the achievements of aviation pioneer Charles Lindbergh, who in 1927 made the world's first solo, non-stop transatlantic flight, but with a solar-powered twist.

The project's goals include a transatlantic crossing in 2011 before what would be a historic, fuel-less circumnavigation of the globe.

About 150 specialists from six countries are involved in designing Solar Impulse, which is expected to break new ground with its aerodynamics, control systems, energy efficiency, materials and structure.

The Swiss Federal Institute of Technology in Lausanne is the official scientific advisor for the project.



An artist's impression of the first Solar Impulse night flight
(Image: Solar Impulse/EPFL)

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Scale Group Rep Colin Collyer.....	9561 9097

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 Training is kindly sponsored by Hyperion Australia.

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:
VARMS Inc.
P.O. Box 4096
Knox City Centre VIC 3152**