



Reg No A0001504U

Aspectivity

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

March 2008



Issue 408



Ya shoulda seen the one that got away!

General Meeting

**Glen Waverley
Primary School**

**Friday
March 14th
8:00pm**

EDITOR

David "Numb Thumbs" Jones

Deadline : April 2nd

Upcoming Events

March 15	Electric Glider Competition - 12 noon start	High St Road	VARMS
16	VARMS Training (10am)	High St. Road	VARMS
30	RCGA Thermal League #7	DiggersRest	RCGA
30	VARMS Training (10am)	High St. Road	VARMS
April 5	Scale Aero tow	High St. Road	VARMS SG
12 - 13	VMAA Trophy (Inter-Club comp)	P&DARCS	VMAA
13	VARMS Training (10am)	High St. Road	VARMS
20	RCGA Thermal League #8	High St Road	RCGA
27	Electric Glider Competition - 10.00am	High St Road	VARMS
25/26/27	Scale Aero tow	Swan Hill	SSA

VARMS Monthly Meetings – Presentation Topics

Our February 8th meeting

As expected, Peter Cossins delivered his presentation in a low key and very accessible way. When a technical subject is delivered to non-technicians in such a way that they are not intimidated, but excited, by what is learned, then you know you are in the hands of a real professional. Thank-you Peter – it was one of those occasions.

We picked up many pointers – here are a few of mine:

- ✦ Don't plug and unplug your gear if you can avoid it. If left set up in your model, without unplugging, it is much more likely to work reliably for years.
- ✦ Ditto for your flight battery. Leave it in the glider and plugged in – though switched off when not in use!
- ✦ Twisting servo leads together helps to reduce interference.
- ✦ Try to make a harness out of your leads and secure them so that they do not move around in the fuselage – this can cause failure due to flexing and straining on leads and connectors.
- ✦ And yes.....carbon fibre fuselages, particularly the carbon boom on a pod and boom fuselage are death for radio antennae. Run your RX antenna outside the carbon boom please!

Our March 14th Meeting

Peter Cossins will be at the back of the meeting hall, working his way through the testing of our transmitters. Most of us will need this re-certification done as it is two years since the last testing session. The rules of most clubs require this periodic certification. 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.

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**”. Colin tells me he will be working at a conceptual level, not just the “do this and do that” style. Ah, it is much better to actually understand what you are doing and why, than to just do it by rote learning. I'll be there with my notebook – see you there too I hope.

Repeated - Early notice for our Friday May 9th meeting. It is getting closer.....

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.

Raoul Wynn

Contents	
2	Monthly Meetings
3	President's Report
4	Monthly Minutes
5	Mowing Roster/At the NAB
6	Bronze Wings Electric Glider Group
8	Smiddy's Stuff and Nonsense
9	Subjects for Scale
10	Scene at the Slope
11	Member's Page
12	Briefing on Bronze Wings Policy

President's Report March 2008 Max Haysom

The new entrance, off High Street Road has progressed, as many of you already know. For those that haven't visited recently, we now have twin gates at the "end" of the setback. As soon as I can get approval, from all the other parties, we will be locking these gates rather than the previous gate in the inner fence. So, enter slowly and be prepared to stop if the gates are pad-locked. The existing "M" series key will be used.

The 40th Anniversary Celebrations are progressing well under a small subcommittee headed up by Peter Cossins. I expect that there will be more about this function in the following pages of Aspectivity. Saturday May 10 is the day, mark your diaries and calendars now!

Following the request for a Heli training area, one of our members was given the task of completing this facility. He did a great job, but there have been several objections to the position of the Pad. Over the next few weeks we will discuss and consider the suggested changes. The Heli Pad was intended only for practising hovering and positioning manoeuvres as required in the Bronze Wings test.

Over the past few weeks I have mailed out around 30 Bronze Wings certificates that remained after the presentation at the last General Meeting, and a number of keys. Congratulations to these members who achieved their Wings. The club will continue to help in all ways to assist those members who do not have a Bronze Wings rating.

That's all for now.

Max Haysom

VARMS Trophy 2 March 2008

A field of 12 competitors turned up for an afternoon of 2-Channel Fun on the 2nd of March. Good thermals were floating past but also powerful sink, so there was a bit of pot luck involved. Four rounds were flown, each 4 minutes with a 10 meter radius landing task worth a 10% bonus. A big thank you to everyone for the good turn out. I really think that participation is the key to a successful VARMS trophy. It was great to see some new faces join in the action. Also, a special clap on the back to Henk, for having a go at his first thermal competition.

Next event is on May 4th. This is NOT Mothers' Day so see you there at 1.00pm.

Victorian State Thermal Championships May 18th 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, FEBRUARY 8TH, 2008

VARMS Club General Meeting held Friday, 8 February, 2008 At Glen Waverley Primary School
Comm. 8.20.p.m.

Apologies David Jones & Ian Slack.

New member – Werner Schuler. Visitors – Nil.

Registrar – Bronze Wings Qualification – Report. Raoul Wynn. - **Issues raised:**

- ✦ Bronze Wings Flight Qualification adopted by Club as minimum standard for BriggsField solo flight.
- ✦ Policy to operate from 1 July 08
- ✦ “Buddy System requirement, from then on ,if not holder of Bronze Wings certificate.
- ✦ VMAA/MAAA database not a reliable source of info re Flight Qualifications – thus need for VARMS to validate member Wings claims..
- ✦ Signs to be placed at Briggs Field, (keyboard,& at entrance gate) confirming requirements.)
- ✦ Currently at least 50 Club members without Bronze Wings or Solo ratings.

President Max Haysom. Report.

Medal Presentations David Hobby – Gold Wings Glider; various club members – Bronze Wings Glider & Power.

Club Executive Meeting date change – Now to be 9 days before Club meeting– to assist minutes and reports inclusion in next Aspectivity issue

Insurance Policy issues – progress report – awaiting feedback from two other Clubs contacted.

Club 40th Anniversary celebrations – progress report from Colin Collyer as committee convenor. Commemorative edition of Aspectivity in preparation -:needed, humorous articles & historic & recent photos associated with Club flying activities; also of flying activities
Proposed 40th Commemorative shade cloth shelter to be erected near power flight line – co-ordinator needed.

Other events-nostalgia “Fly In “ at Mt. Hollowback –Sunday 11 May 08

Club training – Instructor needed for basic Helicopter training – Steven Stewart, to be approached.

Briggs Field Issues:

- a) Fun Fly 20 Jan.08 – report on fly away model crash on High Street Rd. – Pilot briefing essential for all visitor pilots, on limits of field flight envelope.
- b) Site liaison – Clean up of entrance to field proceeding well. – positioning of gate still uncertain.

Registrar – currently 173 paid up members

Club Training – report by Bruce Clapperton – many newcomers & 4 recent Bronze Wings qualifiers. – David Pratley support for training ,with Hyperion gear supply.

VARMS Trophy – lack of continued support – further promotion needed.

Contest Reports – David Pratley – Armadale Trials – hotly contested event – Glider won by Theo Arvanitakis ; Electric Glider won by Alan Mayhew - next RCGA Event – Warnambool w/e. sat/Sun Week. Vic Glider Champs, to be held at Geelong due to problems with State Field on availability.- see David for further details.

Treasurer – Current funds – nearly \$13500 - \$5000 to be invested in term deposit.

F3J World Champs sponsorship –floor motion carried unanimously, to donate \$1000 from Club funds, to team expenses – also David Pratley to sponsor Club junior , Michael Abrahams, for event.

Scale Group – report by Colin Collyer on upcoming events. – see Colin for details.

At The NAB

**No report available at
time of publication.**

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**

FOR SALE Model Boats

**Some with Radios some without,
some working some not.
They are all collecting dust so I have
been ordered to sell.
Please telephone if you want a model
boat....no charge for the dust.
Colin Smith...9874 3480**

Training Dates

**March 16 & 30
April 13, May 4 & 18**

Training Radio Frequencies are: 641 643 645

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

General Meeting Minutes—continued.

General Business

PARCS – Fun Fly Electrics – 24 February.

Field Maintenance – Martin Hopper to look into increase of mown length of power strip ,for ease of aerotowing.

Round The Shops – David Pratley – range of Hyperion Electrics chargers, with built in balancers.

Raffle Draw – 2 prizes of \$30 shop vouchers. –supp. Prize of car Club emblem stickers, from Max Mc Cullough.

Evening Presentation Topics –

Film of full size gliding shown over supper.

Peter Cossins – engrossing talk on radio control installation and operation issues. – plus fascinating vintage equipment display.

Meeting Closed 10.30 p.m.

Background

At the end of training, with a newly won Glider Bronze Wings, the pilot has an enormous variety of pathways to follow – choices of model and launch type, flying disciplines, venues and so on. Typically, they have experienced a winch/bungee launched 2 channel Prelude and perhaps a little time with an electric power assisted glider. They have struggled to get enough stick time to do anything more than focus on the Bronze Wings test requirements. Consequently:

With the apron strings cut they can lose focus.

They often feel very alone and lose confidence.

Many of the popular ARF electric gliders are pigs to fly with the supplied power systems.

Their foray into electric gliders often ends in a collection of scrap plastic and balsa!

The complex requirements of electric power systems just make it worse.

There are reports of some new members not leaving the Sunday training sessions, after they have won their Bronze, because they enjoy the support and companionship of it all.

We propose an alternative; a pathway that supports and encourages the progression from the training school into the exciting world of electric gliders. It will be a new grouping to be called “Bronze Wings Electric Glider Group”. This group will be formed around the existing bunch of enthusiastic MPX Easy Glider flyers who meet at Briggs each Sunday between 7.00am and 10.00 am. Rob Page is already leading this group and has offered to formalise and expand its’ activities as outlined below.

A new group - “Bronze Wings Electric Glider Group”

Membership is open to all VARMS members holding Bronze Wings Glider/Power or higher

Main focus of the group is to encourage and support newly qualified electric powered thermal glider pilots for a year or two after gaining their Bronze Wings.

Briggs Field is the only planned venue for group activities.

- ✦ Regular flying sessions will be held at Briggs each Sunday morning from 7.00am to 10.00am and notified in Aspectivity.
- ✦ The group will encourage and support the choice of readily available ARF and kit built electric gliders which are proven to be viable economically and operationally for “first year flyers”. The Multiplex Electric Easy Star is such a model, once modified with a suitable e-power set-up. Other models will be chosen and promoted as first, second or third model options.
- ✦ Model types will be hand launch climb and glide types with thermal capability – thus many Electric Old Timer and 1/2A Texaco models will be most welcome, along with the typical 1.5 to 2 metre e-gliders.
- ✦ Successful model setups will be written up in briefing sheets for members and also published in Aspectivity.
- ✦ In the future, we shall invite the trade to demonstrate their models to this group – perhaps at a “Trade Slot” – say between 9.00am and 9.30 am on selected Sunday mornings. These slots to be low key events notified in Aspectivity and on our website.
- ✦ Proactive liaison with VARMS training school will be routine and all trainees will be encouraged to join in as observers at the Bronze Wings Electric Glider Group. These trainees will often have an aspirational goal to dream about during training and to bring alive as soon as they secure their Bronze Wings.
- ✦ It will be the style of operation where “member help member” prevails so that those with some experience routinely assist newer members and encourage the exchange of experiences.

- ✦ In all ways this group will operate within the rules for operation of the Briggs Field and not need any special treatment beyond the current rules for flying types and times. Thus, bungee and winch launched gliders will operate alongside this group and the use of the field and frequencies will not be reserved for this group.
- ✦ A few members will be nominated as group leaders with a “go to person” being named as the leader for each Sunday session – and named in Aspectivity and on the VARMS website. Initially Rob Page will perform this role and nominate deputies.
- ✦ This group leader will be responsible for the safe operation and collaborative participation at their nominated session.

Getting Started

- ✦ This proposal will be written up in Aspectivity and posted on our Website – anticipated for April Aspectivity.
- ✦ A copy of this announcement will be handed to current training school participants and posted to recent graduates.
- ✦ Briefing notes on setting up a MPX electric Easy Glider – what has worked for us - to be distributed.
- ✦ A show and tell session, covering the above, is to be held at a future 08 club meeting.
- ✦ A panel of session leaders to be recruited with published plan of sessions for April and May 08.
- ✦ Current group members and others to be “signed up” and named as part of getting the show on the road.
- ✦ Monthly report of activities to be posted in Aspectivity from May 08 onwards – could use part of Members Page for this.

So why should VARMS do this?

VARMS has a large and commendable Scalies Group whose membership relates strongly to their scale interests. However:

- ✦ scale does not represent the bulk of our club members’ area of interest. Competition thermal gliding has great historical depth of participation in VARMS, but is less well formalised around VARMS – being connected with RCGA and LSF for events and specialist interest groups.
- ✦ the largest group of members is unrepresented in VARMS - it is those for whom sport and recreational aeromodelling, particularly gliders, are their interest.
- ✦ For these members, the Briggs Field represents a huge, but underutilised asset – particularly for the quiet and smaller climb and glide types of models for which Briggs Field is a unique asset in the south eastern suburbs.
- ✦ With electric power transforming the launching phase of thermal gliding the Briggs Field has even more to offer these members.

We wish to show our members how easy, successful and cheap the electric power option can be. The same story applies to park flying, vintage and general sport glider flying too.

Our ambition is to create a grouping as strong as the Scalies over the next two years. This Bronze Wings Electric Glider Group will become the third leg upon which VARMS rests – to give our club stability and a base for membership retention and growth.

This briefing prepared by:

Rob Page and Raoul Wynn.

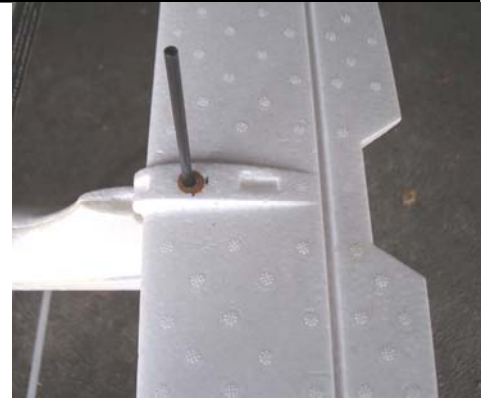
Smiddy's.....STUFF and NONSENSE



It seems that Prof John Bird and myself are the only ones who have modified Easy Gliders and we have gone about it in totally different ways. This month its John's turn so over to you John :-

The modification objective was to have all the items pack back into the original kit box for transport and storage:-

6mm aluminium tube inserted and glued inside rear of fuselage. Glued inside tube is a carbon rod post, a slide fit into a match-



ing 6mm aluminium tube inside the fin. Note: the protrusion of the aluminium tube is the thickness the stabiliser. Note: the rear of the fuselage the kit hinge has been by a wire post CA glued to a wooden block recessed into the rear of the fuselage. (*I have a box of arrow off-cuts if anybody wants to sort out a bit...ring Smiddy*)

Stabilizer slide into position over carbon rod. Note: drilled wood dowel reinforcement block inserted and glued into stabilizer. The aluminium tube is now flush with the top of the block. The wooded block prevents crushing and deforming of the EPP foam and ensures the Fin and Stabiliser are aligned square and true.

Fin and Rudder assembly. Note: 6mm aluminium tube in place inside fin, passes through wooden dowel block, which has been threaded to take a nylon bolt. Note: aluminium rudder pivot tube wrapped in paper and glued to rudder to form the female part of the hinge.



As a single unit the Fin/Rudder and Stabiliser are slide down over the carbon rod and the pin hinge married together.

The Fin and Stabiliser are pressed down firmly and seated on the fuselage. The nylon block through the fin screwed in clamped the Fin against the carbon post. The Eze adjusters are clamped down onto the elevator and rudder control rods (hidden from view).



Canopy hollowed out to fit 2.5 GHZ receiver. Note: small air scoop under side of nose. This serves a dual role as air scoop and space for power wires from the 2808 out runner brushless motor. The brushless motor in mounted inside a roll ply tube CA glued into the nose and capped with a disc of ply to form the front mounting plate for the motor.

Protective cover for servo arms. (highly recommended) the moulded foam provides very little shielding from a brush in the grass on landing which can result in broken servo gears.



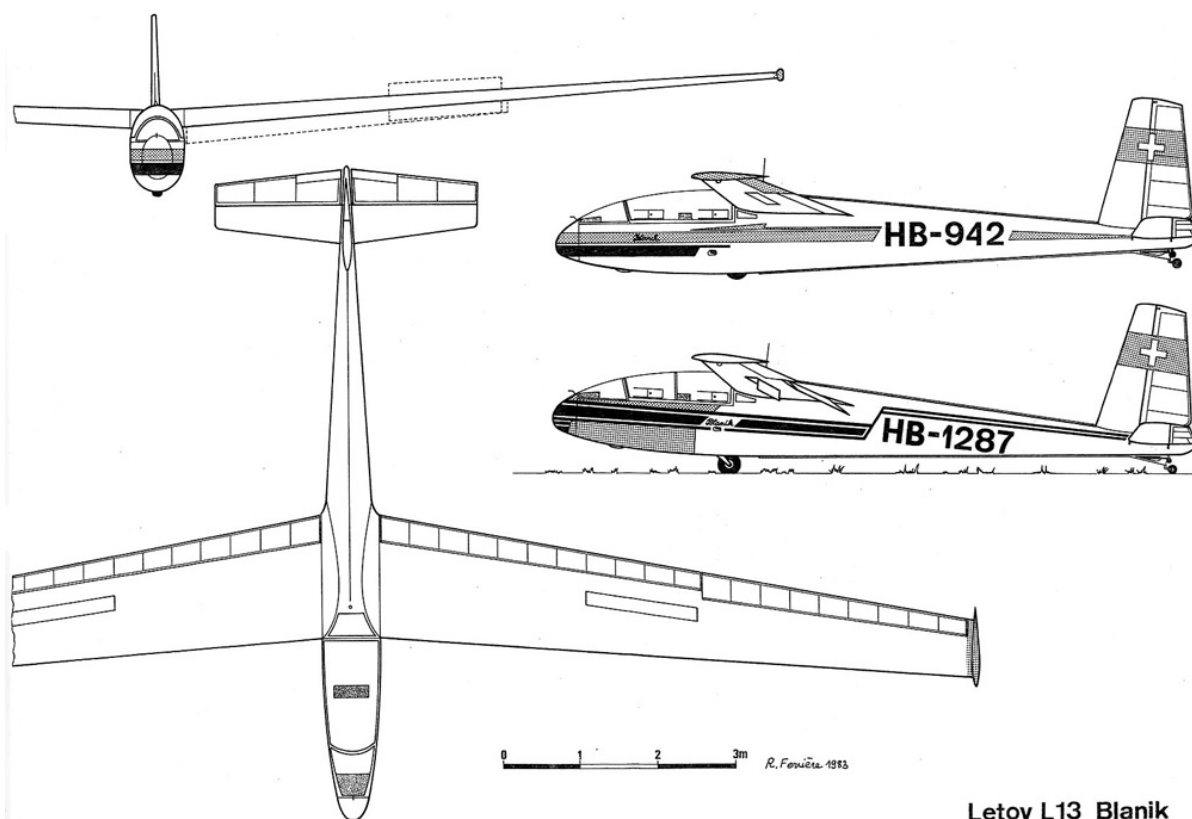
Person interested in a more detailed explanation on any of these modifications are welcome to ring :-

John Bird
03-9725-7406

Got any ideas...lemme know
Smiddy 9874 3480



Letov L-13 BLANIK



Letov L13 Blanik

A Czechoslovakian success story and arguably one of the most commercially successful sailplanes ever built, the LET L-13 Blanik all-metal tandem two-seat trainer has been exported to more than 40 countries. More than 2000 of about 2500 having been sold by the summer of 1977 being exported abroad including over 1000 to the Soviet Union, 200 to USA, 150ish to the UK and about 100 to Australia and Canada. Design work started way back in 1955 and the first prototype flew in March 1956. The shoulder wings were characterised by their 5 degree forward sweep and it had a moderate aspect ratio of 13.7. The all metal fuselage was a semi-monocoque of oval cross section, built in two halves and then riveted together in the vertical plane. All the moving control surfaces were fabric covered and it had DFS type airbrakes above and below the wings as well as flaps. The undercarriage was retractable and the pilots sat one behind the other under a sideways opening canopy. However for its popularity as a full size sailplane it is seldom seen on the model fields...I wonder why? Could it be those forward swept wings or the oval cross-section or even the dihedral on the stabiliser...Hmmm!... there are plenty of scale colour schemes on the web, plus lots of shiny polished metal ones, ideal for a scale sailplane.

For the technical minded the Span is 53ft 2ins length 27ft 6.5 ins and height is 6ft 10ins but why bother with all that.....Steve Lunney has bought a 1/5th scale plan from the USA and has invested in a set of Laser cut formers, ribs etc so he must be committed to a build. At just over 3200mm it should be very user friendly and easily transportable. He is willing to share all his hard work iffff anybody else wants to build one and act as a go-between to source the laser cut parts but unfortunately hasn't the space to host a club build, perhaps somebody else can? Interested parties should contact Steve at home on 9397 1005

Happy Building.



Gary McDougall is responsible for the first 1/3rd scale soarer that I know of in the club (of course iffff you know differently just let me know). Anyway, back to the plot, Gary was looking and talking about scaling up his original K8 when he was approached by Andy Smith who just happened to have brought back a Japanese kit of the very model. Hey presto, money was exchanged and Gary was the new owner of a large amount of laser cut parts an a lotta balsa plus a very big set of plans. Open the box and first thoughts were....WOW!... move to a bigger house!!!! Only joking, it was to extend his building board to accommodate those 2.5 metre wings. Doesn't sound much but just

take a couple of seconds to lay a tape measure on the floor and see just how long 2500 is... Surprised ? Well the fuz is only 150mm shorter....that's a BIG sailplane !

Gary is a self confessed speed builder but even at his rate of build it took over two months and although technically not difficult it was just the sheer size of the beast that caused worries. The pop-up spoilers in the wings, sorry I forgot how long they were but probably longer than most tailplanes. I asked Gary how many rolls of covering and he told me it was covered in white Bemsilk from Spotlight and then doped. Yeah, yeah, one brushful for the plane one for the inhaling and don't you dare open those windows!!! Suffice to say lotsa dope was used. Finally Gary researched the web and found that a K8 had been imported into Queensland so that colour scheme is real and just plain old car acrylic sprayed on..... **Nice one Gary.**

Technical stuff supplied by Gary

The name of the glider is KA-8b

It is a 1/3rd scale.

Wingspan is 5 metres.

Fuselage is 2.339 metres long.

Wing loading according to the label on the box is 155.4 dm².

It weighs 7.5 kgs.

It has pop-up spoilers in the wings.

It has not been fully certified yet, just the construction, but I am hoping to have it fully certified at the February 2008 aero-tow day.

Pictures taken at Bendigo aerotow.

The Japanese company has some interesting and unusual scale kits and is well worth a browse.

Direct translated internet text :-

Become the largest domestic class 1 / 3 scale, the Ka-REZAKATTOKITTO 8b. Assembling is easy to separate fuselage is assembled around the junction, 4 wing is split, vertical ladder and a removable ceremony, which included a large workbench also produced a lot KORASHI able to devise. 。 Also easy electric cell 24 to 30 rounds throwing hands bound. The size and flying in the production like a massive scale and speed and gliding. Also landing effective spoiler in a tight spot you can slow down. Large size, excellent performance in low-speed thermal aspects easier to enjoy great flight.

www.thermal-kobo.jp



See you on the slopeSmiddy

We have 175 members in total, including these new members for February 08:


Werner Schueler Senior Berwick Tom Elliot Senior Blackburn Welcome to you both.

A few of you may remember Tom – he was a member around 20 years ago, as a youngster, with his Dad. I am sure Col Collier and Smiddy will be keen to tap into the history that Tom and his Dad can recall for our 40th celebrations. Tom remembers helping with the working bee that built the shed at Briggs Field. Wow, how lucky are we....why only a few days ago there was talk of a working bee to repaint the shed. Now we can ask Tom to patch up his own poor painting efforts from the past! Only kidding..... Tom tells me he is dusting off a couple of thermal gliders, an electric glider and a power plane which he'd like to get into the air. Well, he has already passed his Bronze Wings glider and solo electric glider with Ian Slack on the 3 February 08. Power Bronze Wings is scheduled soon.

Last month we had 7 new members needing to complete their Bronze Wings. Well, in addition to Tom Elliot, another three of these very new members passed their Bronze on Sunday 3 February. Can't be bad – joining VARMS and passing your Bronze in the same month. Well done guys! What a big day for Ian Slack and the training team too. The successful new members are:

Tim Brown Henk van de Kerkhof Marty Bouchereau

Our monthly meetings – the changes have started.....

	<p style="text-align: center;">Our special thanks to Kelly and Ian Costello from Bakers Delight at The Glen Shopping Centre Glen Waverley</p>
---	---

Why not pop in to say thanks for providing our club with such a yummy supper every month. You could even buy some more to take home with you!

As notified last month, we are cutting back on all the tedious stuff to give more time for presentations and chat. Your committee will give their monthly reports to you via Aspectivity, starting this month. Do hope you like the changes.

The **revised agenda** for our club meetings from now on:

1) Apologies/ new members/visitors	4) Round the shops	7) Presentations
2) Matters arising from Aspectivity reports, if any	5) Special interest groups	8) Supper
3) Training report	6) Any other business	

V/ARMS TROPHY 2 March 2008

Place	Name	Rnd 1			Rnd 2			Rnd 3			Rnd 4			Raw Total	H/cap	Adjusted Total
		time	landing	Score	time	landing	Score	time	landing	Score	time	landing	Score			
1	Clapperton Paul	3.35	24	239	2.16	0	136	3.44	24	248	3.51	0	231	3402	1.00	3402
2	Dumsday Peter	4.04	24	260	2.45	0	165	4.09	24	255	1.15	24	99	3053	1.00	3053
3	Cossins Lew	2.06	24	150	3.48	24	252	2.31	24	175	2.24	24	168	2970	1.00	2970
4	Rodman Max	2.54	0	174	3.15	0	195	1.55	24	139	2.54	24	198	2829	1.00	2829
5	Haysom Ian	4.16	0	224	3.12	0	192	3.42	0	222	3.35	0	215	3398	0.80	2719
6	Pearson Les	2.48	0	168	1.28	0	88	5.00	0	180	2.41	0	161	2377	1.00	2377
7	Cleeland Barry	1.56	0	116	2.42	24	186	3.03	24	207	1.06	0	66	2257	1.00	2257
8	DeKuyper Simon	3.49	0	229	1.57	24	141	1.02	0	62	1.46	0	106	2135	1.00	2135
9	Raphael Frank	2.41	0	161	2.40	0	160	1.16	0	76	1.35	24	119	2058	1.00	2058
10	O'Neill Ian	4.10	0	230	2.04	0	124	2.54	0	174	0.00	0	0	2038	1.00	2038
11	Slack Henk	3.43	0	223	1.08	24	92	3.59	24	263	1.10	0	70	2526	0.80	2021
12	Slack Henk	2.00	24	144	1.29	0	89	2.05	0	125	1.27	0	87	1759	1.00	1759

VARMS TROPHY

Sunday May 4th, 1.00pm

Come and do battle in the.....

Round Robin BUNGEE DUEL

Two Pilots...

Two Bungees...

Two Planes...

Same Air...

One Winner!

All welcome from Beginners to Experts.

Don't have a two channel 2M glider? Models up to 2.5m (Thermal Ricochet) will be considered.

If you wish to be on the mailing list for future events please email Bruce Clapperton
bruce.clapperton@boschrexroth.com.au

OPEN ELECTRIC GLIDER EVENT Sun. 12 Briggs Field

At last the weather was good for the first in a series of low key, electric launch, glider competitions. 8 competitors took part in a simple 10 min. task. Within a 12 min. window, you could launch, choose the motor run time, then try to fly out the task and land on the spot. Motor run time was deducted from the time score and landing was scored in the usual way.

Conditions were tricky and a wide variety of models were used with some very interesting results. For those of you who theorize about model span and motor power, please note the small (1.5m) light hot liner(see photo) with a modest power unit , won 2 heats against the large models!

Results after 4 rounds were:

1 David Pratley 2 Max Kroger 3 Alan Mayhew 4 Jim Houdalakis 5 Bob Wilson

6 Barry Dekyp 7 Paul Demsay 8 Gerry Carter

A good time was had by all.

The next event is on Saturday March 12 at
12.00 noon Briggs Field.

All are welcome.

Alan Mayhew



A Briefing for all VARMS Members Raoul

Policy – Bronze Wings as solo rating for flying at Briggs Field

Background

The fine print of the MAAA affiliate member insurance policy makes it clear that all affiliated clubs must ensure that only suitably assessed and qualified members are to be authorised to fly solo at club controlled fields. Ian Slack, who has a lifetime of professional experience in the insurance field, confirms that for this purpose VARMS must adopt the VMAA Bronze Wings standard.

The previously adopted standard of VARMS “solo” rating will not satisfy any serious insurance company probing of it being a suitably administered standard. The risk for all members is that an insurance claim could be refused, due to our failure to demonstrate effectively that we have suitably assessed each flying member and, in particular, the member(s) directly involved in an insurance claim.

Therefore, the already adopted policy, to use the Bronze Wings standard, is in the direct interest of all VARMS members to protect them, before any claim arises. It is much like having a driving licence for your car, which is a precondition to being insured.

Commencing in July 07, all members were formally advised that VMAA Bronze Wings would be the minimum standard required for solo flying at Briggs Field. All those holding the VARMS “solo” rating would be required to be re-assessed for their Bronze Wings. Advice of this policy change had been announced two years prior to this formal notification. This policy is to take effect from 1 July 2008, thus members will have had 3 years notice of the change.

A copy of the VARMS formal letter of notification, dated 27 June 2007 was sent to all members, when they renewed their membership for 2007/08. It has also been sent to all new members, joining during 2007/08 year, with their new member information packs.

The VARMS database shows that 23 members do not have any rating at all, whilst 28 members hold a VARMS “solo” rating which will expire at the end of June 2008. Those with no rating are, in the main, undergoing instruction in the VARMS training school or are about to commence training, having joined VARMS in the last 2 months. However those with “solo” rating have resisted, so far, the repeated calls for Bronze Wings assessment.

The benefit to all members of holding the MAAA Bronze Wings was highlighted in general discussion at the February 8th 2008 meeting of members. Unlike the VARMS solo test, the MAAA Bronze Wings is recognised across all affiliated clubs throughout Australia. Hence, it supports the movement of all members between clubs, either as visitors or as new members. When visiting other club fields, for social or competition flying purposes, the Bronze Wings is all you need to demonstrate your credentials as a recognised safe flyer. This also provides your flying colleagues with some confidence in your ability to operate safely. And it is of reciprocal value when we receive a visiting flyer at Briggs Field. The MAAA affiliate member card shows your Wings rating supported by the Wings badge on your hat! Your VARMS member card also shows your ratings and we recommend that this card is worn at Briggs for the benefit of all.

Ian Slack, as VARMS Chief Instructor, and Raoul Wynn, as VARMS Registrar, have reviewed the rate of progress with the conversion of members from “solo” to Bronze Wings. Their policy recommendation and implementation plan was accepted by the VARMS Executive Committee at their meeting on Wednesday 6 February 2008. The committee also approved the publication of the policy in the next edition of *Aspectivity*, plus an advisory letter being sent to all members with nil or solo ratings.

1. It remains the minimum requirement that Bronze Wings must be held by all those VARMS members flying solo at Briggs Field. This policy to take full effect on the 1 July 2008, whilst those holding VARMS "solo" rating can fly solo at Briggs before then.
2. VARMS will satisfy itself that member claims of holding Bronze Wings are valid. This will be done by VARMS having conducted the test or having sighted and retained a copy of the member Bronze Wings or higher level test certificate and/or the MAAA affiliate card showing the Wings rating claimed.
3. For the purposes of the right to fly solo power or glider at Briggs Field VARMS requires the pilot to hold at least a Power or Glider Bronze Wings and thus to be rated as at least Bronze Wings standard for VARMS purposes. VARMS will continue to encourage Power and Glider pilots to hold the relevant Bronze Wings but will not be rigid in this requirement.
4. Solo pilots of helicopters will require Bronze Wings Heli rating as a minimum.
5. Where the MAAA has set a minimum Wings Rating for specific types of model flying, such as for Heavy models, these will continue to apply, without exception, for flying at Briggs Field
6. With effect from 1 July 2008, current and prospective members, who are not holders of power or glider Bronze Wings, will be required to secure a current member of VARMS as their "buddy" to stand by them at all times, whilst flying at Briggs Field. The "buddy" is to be available to them to assist with setting up and confirming the safety of their equipment, model and adherence to the rules of Briggs Field. This "buddy" must hold Bronze or Gold Wings for the type of model being flown. The VARMS membership form will provide for the signed acceptance of the nominated "buddy".
7. Participation in the VARMS training school will continue to be open to non-members but, as now, all participants will be encouraged to join VARMS. At this time, new member applications will require a nominated "buddy", as for all other members who do not hold Bronze Wings.

Implementation Plan

A number of steps are planned in the lead up to June 08 as follows:

1. Feb 6 Committee meeting Policy and implementation plan agreed
- 2.
3. Feb 8 Club meeting Policy and implementation plan presented discussed and accepted.
- 4.
5. Aspectivity March edition Publish a general announcement to all members of the detailed policy.
- 6.
7. March 08 Write to all "solo" members alerting them of the change and requesting that they contact Ian Slack for their Bronze Wings assessment. Copy of MAAA Bronze Wings test requirements to be sent with letter.
- 8.
9. March/April 08 Review all those holding "none" and identify those currently participating in the training school. These are to be briefed via a handout at training of the need to have a buddy by July 08 or, of course, to complete their Bronze Wings. All others to be sent a letter confirming that they are directly affected and that they will need to either demonstrate that they hold Bronze or be prepared to nominate a "buddy".
- 10.
11. May 08 Redraft the membership application and renewal forms for the inclusion of the "buddy" nomination.

All material published in *Aspectivity* is the copyright of the author of the article.
Opinions expressed in *Aspectivity* may not represent the views of VARMS Inc. the Editor or the Printer.
VARMS Inc., the Editor and the Printer accept no responsibility for the accuracy of content.

President Max Haysom.....	9801 3899
Secretary Roger Stevenson.....	9830 8293
Treasurer Ian Pearson	5996 5019
Contest Director David Pratley.....	9887 0558
Editor - Aspectivity David Jones.....	9481 8516
Ordinary Member Alan Mayhew.....	9886 9015
Ordinary Member Martin Hopper.....	9873 8256
Registrar Raoul Wynn.....	98579029
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 and a light supper, supplied by Bakers Delight, The Glen Shopping Centre.



**If undelivered return to:
VARMS Inc.
P.O. Box 4096
Knox City Centre VIC 3152**