



Aspectivity

Reg No A0001504U

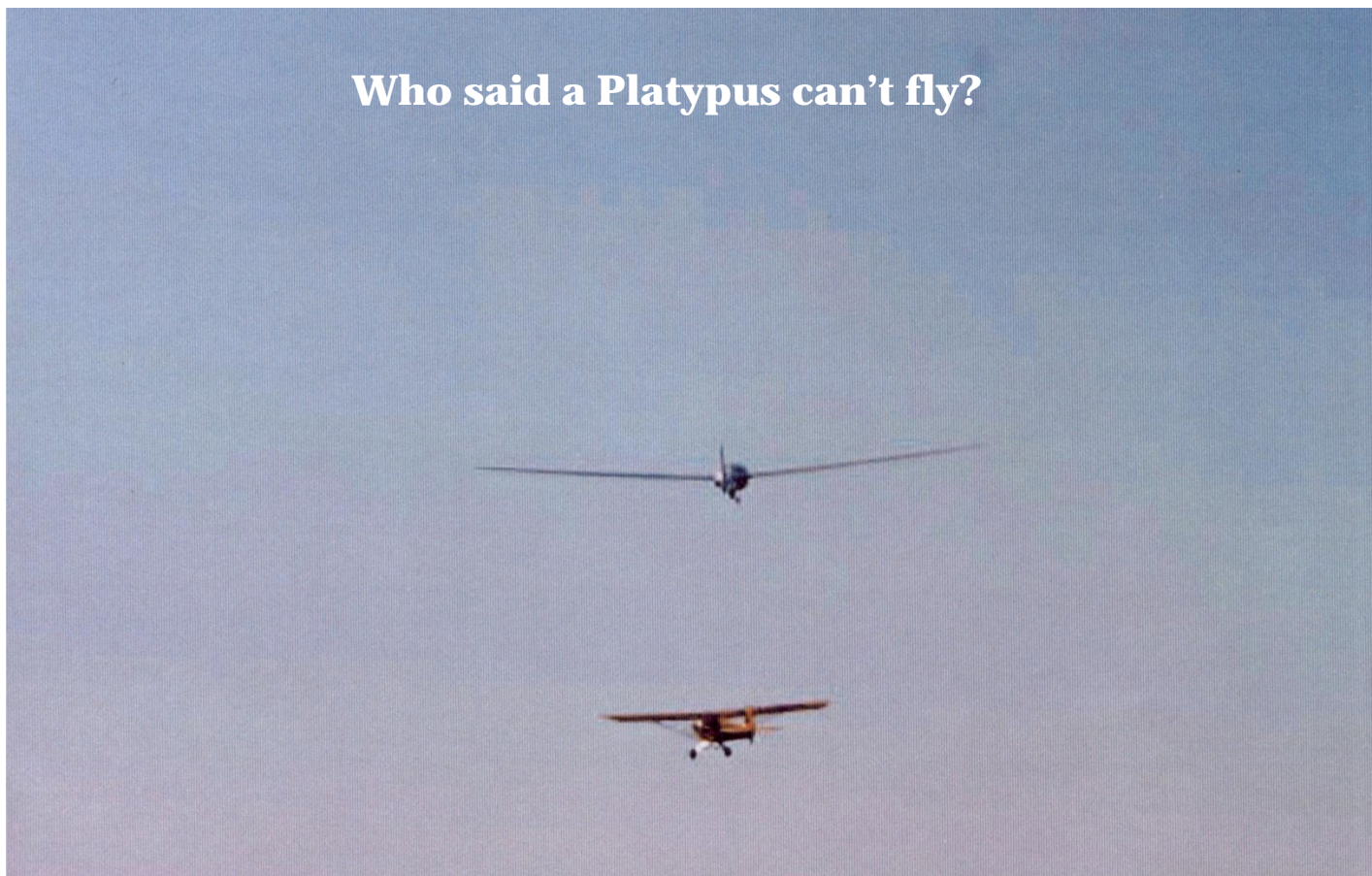
...monthly newsletter of the Victorian Association of Radio Model Soaring Inc

April 2008



Issue 409

Who said a Platypus can't fly?



General Meeting

**Glen Waverley
Primary School**

**Friday
April 11th
8:00pm**

EDITOR

David "Numb Thumbs" Jones

Deadline : April 30th

Upcoming Events

April 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
May 3	Scale Aero tow	High St. Road	VARMS SG
4	VARMS Training (10am)/ VARMS Trophy (1pm)	High St. Road	VARMS
10	VARMS 40th Anniversary Day	High St Road	VARMS
11	Mt Hollowback Slope Day	Mt Hollowback	VARMS
18	VARMS Training 10am	High St Road	VARMS
18	RCGA Thermal League #9 State Thermal Champs	VMAA State Field	RCGA

VARMS Monthly Meetings – Presentation Topics

Our March 14th Meeting

Peter Cossins was at the back of the meeting hall, working his way through the testing of our transmitters. As usual there were more transmitters than attendees and some of them might be older than their owners..... oh, they don't make transmitters like they used too, I hear you lament! With one or two exceptions they passed the test well. Good thing Peter is not a medico – would we all have passed a health check I wonder?

Thank-you Peter for making this easy for us all.

Meanwhile at the front of our hall, Colin Collyer gave the monthly presentation with: **“Setting up a simple 2 metre 2/3 channel glider”**.

Col said he would be working at the conceptual level and he did – the standardising of radio installations in all his models. What a valuable set of concepts and particularly for those with only a few models who can adopt a standard approach for all their future models. It is salutary to learn such a simple set of concepts that will make it safer for you to fly and much easier for your installations. In essence, Col recommends:

For each control (channel) servos are always set up to throw in the same direction. Thus, no matter which model you set up there will be no need for servo reversing when switching from one model to the next one - eg you will always get up elevator on every model without resorting to servo reversing. Col says that he always uses JR servos as they always respond in the same direction across the whole JR servo range. He anticipates that this is the same with other brands, but may not be – so check carefully! Achieving a standard approach with a mixture of brands is a big ask. Check even more carefully!!

A big advantage of this is that on a computer radio, if the wrong model is selected, (Oh I know this never happens does it!) Col still has a chance to fly it because all the control orientations will be OK even if the trims are not. By comparison, he has yet to see anyone successfully fly a model with reversed controls.

As a routine, Col has an old transmitter that he uses to support the initial control set-ups in his models. This TX has the servo reversing switches disabled to ensure that there is only his standard orientation available for any of his models.

Contents

2	Monthly Meetings	Thanks Col, a valuable lesson – but where were you before I set up my first few models with every permutation of servo throws!?
3	President’s Report	Our April 11th Meeting
4	Monthly Minutes	As a kick off to our 40 th birthday celebrations we are having a cake and a nostalgic night of old VARMS movies. A chat about the old times will no doubt be encouraged - come and enjoy.
5	Mowing Roster/At the NAB	Repeated - Early notice for our Friday May 9th meeting
6	40th Birthday Celebration Invitation	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 next month.
8	Smiddy’s Stuff and Nonsense	
9	Subjects for Scale	
10	Scene at the Slope	
11	Member’s Page	
12	Schneider ES-65 “Platypus”	

Send stuff for Aspectivity to:

David Jones

17 Aitken Street, Clifton Hill 3068

9481 8516 / 0427 371442

Better yet, Email to:

aspectivity@hotmail.com

Cover Photo: Andrew Allen’s ES-65 “Platypus” at Aerotow

Photo: Geoff Hearn

President's Report March 2008 Max Haysom

The 40th Anniversary Celebrations are progressing well. Peter Cossins, Colin Smith and Colin Collyer, with some help from other members, past and present, have the "Super" newsletter pretty much wrapped up. I have seen a rough draft and I think most of you will really appreciate the work that has been put into this record of the past 40 years. Some of the content amusing, some bringing back good times past. The Club was quite small in the early days but there was always a good turnout at most organised events. Saturday May 10 is the Celebration at Briggs Field, mark your diaries and calendars now! We are hoping for a great day.

I have had more than a few phone calls about the new Bronze wings policy. Believe me the policy is good for everyone. It may help to assure you that you can fly with more confidence in your fellow club members, particularly when flying at Briggs Field. The club will continue to help in all ways to assist those members who do not have a Bronze Wings rating.

It would appear that there have been some crashes recently with people using 2.4GHz radios. While the new radios have much in their favour, remember that this band is a "shared" band with thousands of other users, some with Transmitters of unknown (high) power outputs. There are regulations but in practice, little enforcement by the Regulatory Authorities. Fly safe, don't fly close to people or parked cars and well back from any homes or "populated" areas.

I have always been appreciative of ALL forms of Aeromodelling, having been involved in many facets of the sport, for around 65 years, and thus I have tried very hard to make sure that our club provides a reasonable balance for all members' endeavours. I have served as President for almost 8 straight years. This has not always been an easy task and of late more difficult to match member needs with the element of risk involved. I give notice now that I will not be standing for President at the coming elections, but maybe consider standing for a lesser position on committee. VARMS has several challenges in the coming year and I hope that I can, in some small part, help guide us through the potentially difficult times ahead.

That's all for now.

Max Haysom

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.

Next two dates are June 15th and July 13th

If you wish to be on the mailing list for future events please email Bruce Clapperton

bruce.clapperton@boschrexroth.com.au

Or call 0438 644 867.

*If someone has an electric winch we may be able to use this instead of Bungees.

MINUTES OF THE GENERAL MEETING, MARCH 14TH 2008

At Glen Waverley Primary School Comm. 8.20.p.m.

Apologies David Weller, Ian Pearson and David Jones.

New member –Tom. Visitors – Nil

President Max Haysom :- Preliminary Issues Announcements

a) Peter Cossins – Club Members TX Frequency checking.

b) Member presentation – Colin Collyer- Two Channel glider controls set up

c) Aspectivity – List for members wanting hard copy of Club magazine.

d) Bronze Wings – flight certification. Ian Slack – Must have Bronze Wings Power qualification- to fly power planes - glider qualification. Not sufficient. – Electric Glider qualification. Also needed to fly power assist gliders at field.

Round The Shops – Hallam Hobby Shop new store – recommended – wide variety of motors, acc. & kits.

Contest Events Report. – David Pratley.

Australian Team Trials – Adelaide Labor day w/e – good conditions despite extremely hot weather –concentration difficult. – 22 participants.

RCGA Thermal Contest next rounds – 30 march – Diggers Rest.- 20 April Briggs field.

State Thermal Champs – 18 may,08 State Field – awaiting MAAA approval for 2 day event format – attraction to interstate contestants.

Special Interest Group Reports.

i) Electric Glider & Hand Launch glider Events – Alan Mayhew – progress report.- for details see Alan. – review of Easy Glider Electric Glider group regular meets. Sunday am. At Briggs Field.

ii) Helicopter Special Interest Group.- call for core of experienced flyers to act as mentors for those interested in starting out.

Club Training – All going well, with strong participation by beginners, and good use of Club Prelude Electric conversion trainer.-noting very valuable sponsorship by Hyperion, of all electric gear used - sincere vote of thanks to David Pratley, for this.

VMAA Trophy 2008. – Advice given, of Club Committee decision, not to field a Club team, this year , in the light of the many judging issues adversely affecting our Club in the past.

General Business

Field Incident Reports – reminder of necessity to complete a report for each flight incident to provide written record for Club Committee- for future review as necessary – for details, see Max Haysom.

VARMS Trophy.- Bruce Clapperton report.

Round 12 March 08 – 12 entrants –congratulations to winner Paul Dumsday – new member – “Henk”Van de Kerkhof – next event 4 May 08

Club 40th Anniversary Celebrations – progress report from Colin Collyer as sub-committee convener.

Commemorative edition of Aspectivity in preparation -needed: humorous articles & historic & recent photos associated with Club flying activities, also of flying activities.

Proposed shade cloth shelter to be erected near power flight line –Max Haysom organiser.

Registrar – Raoul Wynn- vote of thanks to Colin Collyer for his involvement in 40th Anniversary celebrations over past 12 months.

Raffle Draw – prize of \$30 shop voucher – won (again!) by Henryk Kobylanski

Evening PresentationTopics –

Colin Collyer – Controls set up on 2 channel gliders - Brief points summary.

set up all models with same servo-controls orientation ,to avoid confusion in swapping between models flown ii) regular check on RX switch harness in models, to ensure proper operation. – see Colin for further detail.

Meeting Closed 9.05 p.m..

At The NAB

Income V's Spending

Between 1/3/08 and 31/03/08

Income

Bank Interest	0.25
Fundraising	198.25
- Raffles \$148.25	
- Certification \$50.00	
Member Subs	\$328.50
Total Income	\$527.00

Expense Categories

Administration	\$103.99
- Postage \$70.00	
- Membership \$33.99	
Aspectivity	\$173.00
Briggs Field	\$278.46
- Maint \$180.55	
- Sanitary \$4.07	
- Other \$25.00	
- Mowing \$68.84	
Caritable Donations	\$1,000.00
Insurance	\$563.00
- Flying \$109.00	
- General \$454.00	
Rent	\$925.84
- HSR \$45.84	
- School \$550.00	
- Church Hall \$330.00	
Training	\$145.85
- General \$25.95	
- Repairs \$119.90	
Total Expense Categories	\$3,190.14

Mowing Roster

Bruce Robinson	9887 8996	19 April
Geoff Moore	9802 2044	26 April
Graeme Hollis	9739 4886	3 May
Ross Peasley	9877 2215	10 May
Robert Cassell	97951330	17 May
Henri Wohlmuth	9764 1921	24 May
Keith Heale	9509 6829	31 May
Mike Richardson	9557 6013	7 June
Malcolm Buckmaster	9763 1632	14 June
Jim Baker	9803 2185	12 April

**Any questions or queries
regarding the mowing roster to
Bruce Robinson on
9887 8996**

Training Dates

April 13, May 4 & 18

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

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

FOR SALE

HITEC ECLIPSE 7 TRANSMITTER

7 CHANNELS

7 MODEL MEMORY

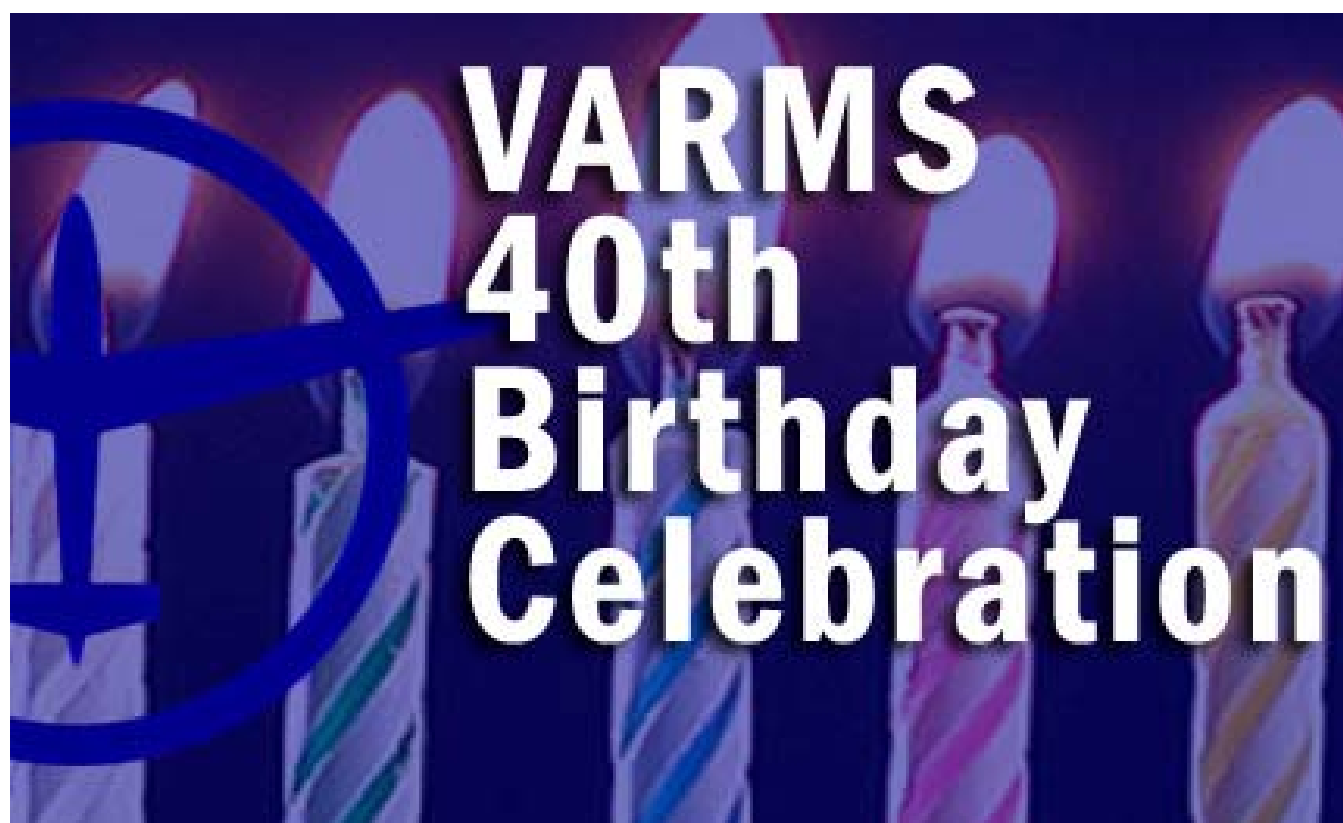
WITH INSTRUCTION BOOK

\$200-00

GARY MAC

PH 0432327022

An Invitation - VARMS 40th



Dear Members, past and present, and Partners,

VARMS came into being as an Association on the 14th April 1968 and now has been in existence for 40 years. The model below is Dieter Prussner's ¼ Scale Zefir which was a part of the first flying days organised.



To commemorate this 40th anniversary, the committee of VARMS and members wish to extend an invitation for you to join with them in the celebrations on Saturday 10th May 2008.

These celebrations will be in the form of a general get-together and a range of flying activities at the VARMS home flying site, Brigg's Field Wantirna South (see below for site details). A BBQ lunch will be provided for all of those who attend. VARMS also intends to issue to current members a special edition of 'High Aspect' which was the original magazine of the club. At this point in time a program of model flying will be generally along the lines of the following timetable:

Start to 9.00 AM

Park Flyers & similar models.

9.00 AM to 11.00 AM

IC Power or similar Electric.

11.00 AM to 1 PM

Aerotow.

12.00 PM to 2.00 PM

Lunch.

1 PM to close

General winch launched models and HLG.

To assist with catering, it would be appreciated if you could indicate your intention to join with us in these celebrations by advising one of the organising committee:

Peter Cossins (pcossins @bigpond.com),

Colin Collyer (colinc@aerosonde.com.au This e-mail address is being protected from spam bots, you need JavaScript enabled to view it) or

Colin Smith (colinkay@lizzy.com.au This e-mail address is being protected from spam bots, you need JavaScript enabled to view it)

General Directions:

VARMS home flying site, Brigg's Field, is located at High Street Road, Wantirna South., Melways Map 72, C1. Approaching from the east along High Street Rd. Wantirna South from Melbourne city, proceed past Norton's Lane to the traffic lights at George St. just prior to the new Mitcham-Frankston Freeway Link. Execute a U-turn at these lights and return to the entrance to Brigg's Field on the left.

Approaching in a westerly direction from Stud Road, pass under the new Mitcham-Frankston Freeway and turn left into Brigg's field after the George Street lights.

Note 1: This program may be varied on the day to suit prevailing conditions.

Note 2: Any MAAA/VMAA affiliated visitor wishing to participate in the flying activities will be required to provide proof of insurance by producing a current membership card of a recognised club.

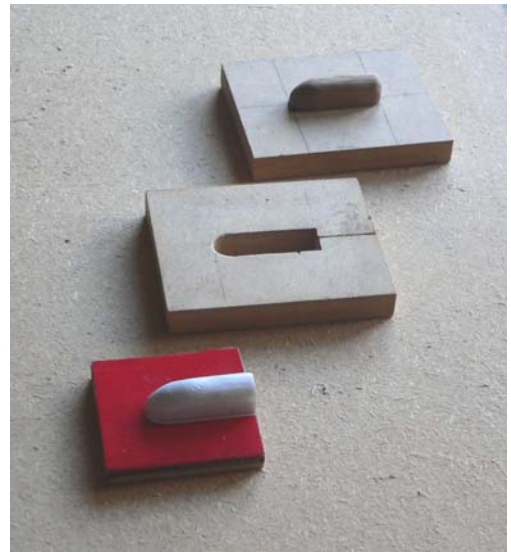
Flying Day @ Hollowback Sunday May 11 (the day after)

A flying day at Mt Hollowback is being organised by Des Bayliss
Just turn up and fly, maybe with some old friends, current members and
re-live the memories.

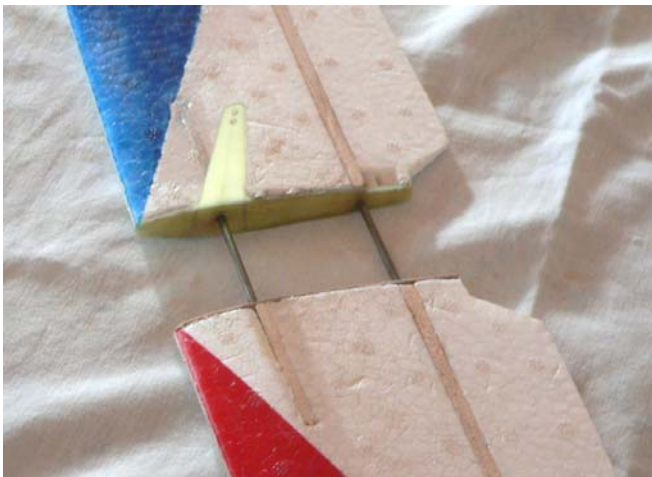
Peter Cossins, Colin Collyer, Colin Smith

Smiddy's.....STUFF and NONSENSE

Last month John Bird mentioned servo arm protection on his **Easy Glider** and Neil Pollock showed me how easy it was to make 'em . They say a picture speaks a thousand words so have a squizz at the pickies and sketch. The material is clear polycarbonate sheet about 1.0mm thick from Bunnings building section. My patterns are from MDF and are 70 x 90 x 12 thick.....the bit on top is from hardwood and made to suit my application. Don't forget to allow for the material thickness when cutting out the hole. Making them is simple, first cut your polycarbonate to size (actually its easier to score and snap) after removing the backing of course. Next you lay it on top of the base and start heating with a heat gun (mine is a \$14 one) until it starts to go all wobbly and flobbiddy (technical terms only used in me garidge) You will notice that bubbles start to form in the Polycarbonate, this is only the moisture being boiled off.....Yep, believe it or not plastics store or absorb moisture!



Anyway its not a problem as the paint will cover them. Once the poly is soft enough a bit of brute force and ignorance is needed to press the form through the hole taking the plastic with it. If the poly is not hot enough it will drag and ruck-up and getting it right is simply trial and error. I try and pull the thing off before it cools and shrinks to the formers, a pair of gloves can be useful here and then its simply a case of trimming and painting with spray enamel and I use double sided tape to lash it onto the plane.



Now for another **Easy Glider** tail end modification. Again a picture speaks etc etc etc so have a look at my all moving tailplane. Its K&S ally sleeves about 50mm long each side and 45mm apart using the original hinge line as a starting point. The depres-

sions in the elapor were filled with lightweight balsa and sanded smooth. 1.6mm ply was used as bearings each side on the fuz and the new horn can be made from f/glass sheet or 1.6mm ply. . Oops, nearly forgot...I hate having to re-set-up any linkage one trimmed so I substituted the original pushrod set up for a nylo-rod one with adjustable clevis, and removed the ball bearing for Cof G considerations. Finally if you can't paint better than my effort on the rudder then you should be shot.

For another Easy Glider mod involving a removeable stab I believe RCM&E have covered it recently

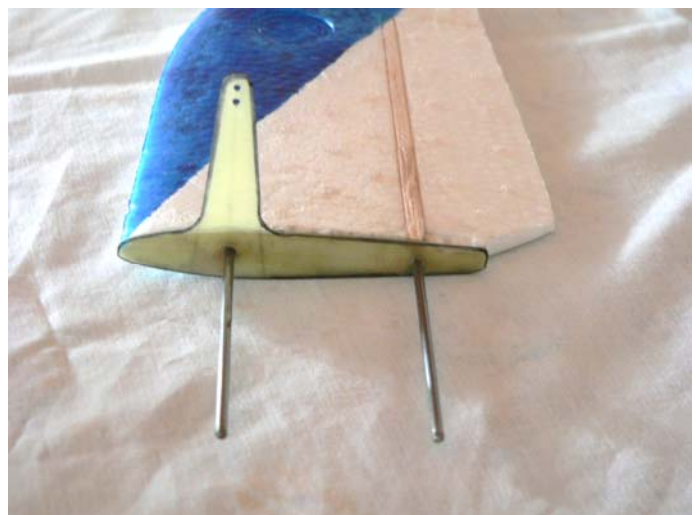
OR have a look at this site:-

<http://pierre.rondel.free.fr/images2/modifEZglider/index.htm>

Got any ideas...lemme know

Smiddy

9874 3480 colinkay@lizzy.com.au



WING AREA = 1050 IN²
ASPECT RATIO = 0-8
WEIGHT = 3.5 LB.
POWERPLANT = FRONT INTAKE,
REAR EXHAUST METABOLIC HEAT ENGINE
FUEL = SUPER CHEAP ROTTEN MEAT

PERFORMANCE AND OPERATING FEATURES ~
 ✓ SLUGGISH CLIMB BUT SUPER GLIDE
 ✓ MAX ASSURED EVERY FLIGHT
 ✓ SELF-TRIMMING
 ✓ SELF-RETRIEVING FROM TREES
 ✓ SELF-PROPELLED ON GROUND
 ✓ WINGS FOLD FOR EASY STORAGE (IN CAGE)

*MOTHER NATURE'S OPEN CLASS POWER SHIP

TURKEY BUZZARD
 (REGURGICUS VULGARIS)

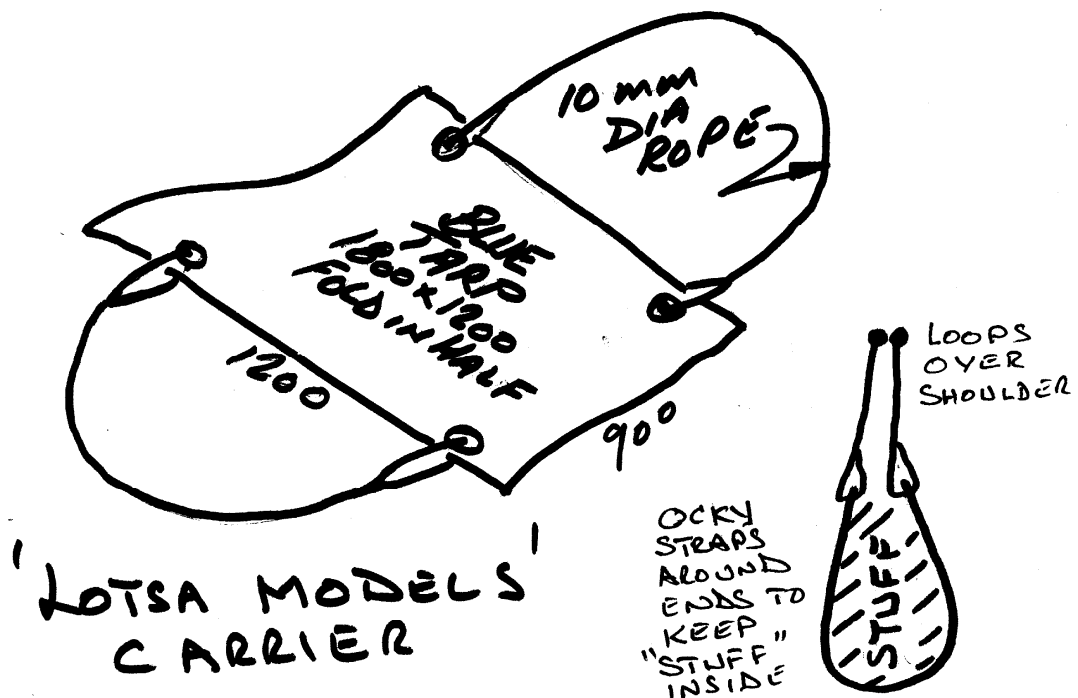
* NOT AVAILABLE IN KIT FORM 1/3 SIZE DRZ

With John Bird bringing his EPP Eagle to last months meeting it seemed only fair to ruffle his feathers a bit and hatch a bit more feather flight with this Turkey Buzzard....All the dimensions are there so why not have a go and build one...after all it is the **April** edition... Isn't it?

Happy Building

Due to an influx of INCREMENT WIND DIRECTION there has not been much going on down at the slope lately. However, we did manage a wonderful afternoon at Tucks Rd recently and a couple of comments about my easy carry model bag prompted me to sketch this up. If you are ever faced with trudging across seemingly endless miles and miles of barren countryside associated with slope sites such as Tucks Rd (not that I would want to discourage anybody making that long, long, long, journey) then you will not want to hot foot it back to the cars for another model. Now a Tranny battery that hasn't charged.!!!... that's a different matter as one of our group found out... and it was made even 'much more worserer' when he crashed due to a dud Rx battery... Ooops!!!!

Seriously though experience tells us that if we only lug one model to the slope then the wind will vary in strength and we will need another couple to really enjoy ourselves ...hence the need for a multiple model transporter. This could be a trolley on wheels but this simple device works well and 4 or 5 flat packed planes will fit easily. The 10mm rope is to ease the load on your shoulders as comfort, when trudging, is everything.



Back to the crash or should I say unforced arrival.... The plane hit the ground with the usual horrible crunching sound but when we got there the fuz and wings were quite a way from each other and the only damage was that the 6mm nylon wing bolts had sheared. In fact if we had had new ones the plane could have reflighted although it would have had to be carted across those fields for a battery re-charge of course.

The reason for flat batteries was later found to be that the 12volt deep cycle battery used as a power source was as flat as a tack and needed a good charge!

Did you hear that the definition of an :-

ADULT is a person who has stopped growing at both ends and is now growing in the middle.

Or that

TOMORROW is One of the greatest Labor saving devices of today.

I will leave you with those thoughts....keep on sloping

See you on the slopeSmiddy

We have 177 members in total, including these new members for March 08:

Peter Tautor, Senior, Lysterfield and Zdenek Busek, Senior, Vermont. Welcome to you both.

Since the publication of our Bronze Wings policy there has been a flurry of activity in our training school. At least it seems like that, although Ian Slack will tell you that many of his students have been slogging away for some time. I recall it took me circa 6 months to reach my Solo Glider rating – but more of this later. However, what is clear is that we have a growing number of Bronze Wings flyers, some of whom now hold Glider and Power ratings. Could be the Scalies group can recruit them as rookie tug pilots?

The following are our newest Wings graduates – congratulations to you all.

Gold Wings Glider: Anthony Peate

Bronze Wings Glider and Electric Glider Solo:

Adrian de Vos Jim Billimoria Greg Egan Zdenek Busek

Bronze Wings Glider:

Malcolm Caesar Phillip Higgins Graeme Hollis Neil McLeod Andrew Smith

Bronze Wings Power: Martin Bouchereau Max Koludrovic

Electric Glider Solo: Yas Fukuhara

I mentioned above that it took me some time to get my solo rating. As I recall it the issue was stick time. Much more is needed than can be achieved at our fortnightly training sessions. And with the growing number of students that will reduce the average number of flights for each student. And did I mention the impact of some lousy weather on training days.....!

Well, this dilemma was recalled when I received this note from Umberto Rossi.....

"I would like to ask for your assistance please. I have not been training for seven months because of my illness and the official training sessions are now inadequate for my learning purpose as they are becoming spread widely due to the weather conditions. Do you know any experienced VARMS member who attends the Briggs airfield during the week and would be prepared to help me with my training for gliders and electric gliders? I have my own models for both categories. I will of course discuss this matter with Ian Slack at the next training session."

Umberto faces the challenge of completing his training before July this year and is only now back on his feet (literally) and able to drive to Briggs to resume his training. But he needs stick time and there are all the weekdays going to waste (let alone the better weather that seems to favour the glider slots on the weekdays!) so can any of you who live locally come down to Briggs and stand by him for an hour or so? Please phone him on 03 5942 9156. Umberto lives in Nar Nar Goon North and will confirm any arrangements that suit before travelling to Briggs. He will also be at the club meeting on Friday 11th April so you can sort out what suits then.

With a little bit of your help Umberto can join our list of Bronze Wings graduates.

Schneider ES-65 "Platypus"

Geoff Hearn

As many VARMS members will be aware, Andrew Allen's 1/5 scale, scratch built model of the Schneider ES-65 "Platypus" was the winner of the Member's Choice Award at our last Standoff Scale Night held at the August 2007 General Meeting. See *Aspectivity* September 2007 for photos by Russ Naughton.

However, what might of interest to members is the gestation of this unique, Australian designed and built sailplane and some background on its designer and builder.

The Prototype

The firm of Edmund Schneider was founded in 1928 at Grunau in Silesia. When Silesia was allocated to Poland at the end of World War II, Edmund and his sons were unable to continue production and migrated to Australia, establishing a factory near Adelaide. A series of successful designs were produced with the ES-60 and ES-60B produced up to 1970. Harry Schneider, now the head of the firm and its



only designer, changed the firm's role for a few years to servicing and importing European sailplanes. He felt there was need in Australia for a "side by side" two seater glider for training and cross country flights. He began work on a new design, the ES-64, using the wooden ES-60 wings and a new, fibreglass fuselage. The only comparable design was the much more expensive, all metal Caproni A-21.

Schneider hoped for local sales plus some exports. Support was not forthcoming and work stopped. In 1983 Schneider decided the best thing to do was finish the prototype as a private venture and then hope sales would be generated once it was flying. Rudi Geismaier from Munich joined the firm and much rethinking of the design followed. Complex, expensive ideas were thrown out and an extended E60 wooden wing used.

The completed ES-65, now called the "Platypus" was first flown at Gawler in August 1984. It was generally considered to be a very impressive aircraft, performing fully to expectations. There were ambitious plans to put the ES-65 into full fibreglass production, however, financial backing fell through.

In 1987, despite having toured the country and been flown by many pilots, it became apparent that the Platypus would never make it into production. The prototype was put up for sale and was eventually bought by the members of the Victorian Motorless Flight Group, based at Bacchus Marsh. It remains there today, popular with pilots and serving the club well.

The Model

The author plus many club members have, over a period of two years or so, watched the project progress. Andrew has on a semi regular basis, brought the project along to the Monthly General Meetings. I have found it interesting to follow the building progress and to recently it fly at one of the monthly Aerotow days at Briggs Field.



Schneider ES-65 "Platypus"

Geoff Hearn

I can say that after seeing the model fly, it performs as good as it looks. Congratulations, Andrew, on picking this unique Australian subject and following it through to completion.

Model Details

Design: Vic Steel

Plan/Article: Quiet and Electric Flight, October 2004

Builder: Andrew Allen

Scale: 1:5

Wingspan: 3.5 metres

Weight: Approximately 4 kilograms

Airfoil: HQ3015

Plan and canopy purchased from Traplet Publications
Everything else scratch built.

Wing:

- ✦ Foam Core
- ✦ 2millimetre Balsa sheet attached using latex
- ✦ Covered in 3/4 ounce fibreglass cloth and dope
- ✦ Sprayed with quick drying enamel pressure pack paint

Fuselage

- ✦ Ply and Balsa formers
- ✦ Balsa and Spruce stringers
- ✦ Forward section planked in 1/8" Balsa sheet strips
- ✦ Rear section planked in 1/16th" Balsa sheet strips
- ✦ Rear section covered in 3/4 ounce glass cloth and dope
- ✦ Front section covered in 4 ounce glass cloth and resin
- ✦ Sprayed with quick dry gloss enamel pressure pack paint



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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.



<p>If undelivered return to: VARMS Inc. P.O. Box 4096 Knox City Centre VIC 3152</p>
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