



Cover photo:

It's a busy scene at the VARMS Glider Field at High St Rd for the start of month Aerotow.

David Anderson photo

**AGM
2012**

**Next Meeting
Friday 8th June
GWPS – High St Rd,
Wantirna**

**AGM
2012**

6th July - Deadline for next edition

The President

Colin Collyer



Well, half way through the year... and into winter. Yep, not as many good flying days in the week, early dusk, wet field all day, but on the plus side, lot's of building time.

As you already have noticed, our AGM is early this year, the idea being to spread the load a bit. Most of the committee are standing again, but we are a few short. It would be great to find some new people to join us, we need a Treasurer and a Registrar, (and the existing guys will assist the new guys.)

Also someone from the power side of the club, and I would like to see someone new take on Vice President, as I don't want to do Pres for ever.

I had a lovely Friday down at the field, no wind and gentle thermals, and a sunny day as a bonus. I happened to notice all the cups on the sink, and I know they were all cleaned up at the working bee 2 weeks earlier, and there were about the same then. You are expected to clean up after yourselves guys, there is no cleaner job on the club roster. Other strange things happening, new cups left on the bench, windsock re-located. I consider this as undoing our work already done. If you want stuff altered, go through the right channels

And the working bee, quite a lot done, about 20 starters, Scotty on the hole digger, and a fun day after a wet start. Still some cleaning and painting to be done. Thanks for those that attended.

And I notice that the clay on our Eastern boundary has gone, maybe our new entrance is not far away, and we may get to have a clean car again. The existing road is a disgrace, and they have been told so. They were the ones that promised us an all weather road in.

I look forward to seeing you all at the AGM

President's Report for the year

Colin Collyer

This report is about what has happened in the last 12 months, both good and bad, and maybe a guess at the future.

This time last year we had a kitchen in the shed, and not much else, and we were looking for manpower to do the wall lining. I think a working bee got things underway. It also got some drainage done, and that probably got us through winter, although the mower didn't get down the South end for another 10 months!.

July saw the light towers go up at the Soccer Stadium, and the pitches were well on the way.

August saw the VARMS Trophy struck with bad weather, so the 9 guys donned paint brushes and did the pale blue on the walls.... well done. We still had a VARMS LAKE occasion, and we signed our 5 yr Licence Agreement with Knox Council and had our first Model Engines visit. Sadly we lost long time member Ross Peasley suddenly. Bruce started the "Slope Training" during the windy part of the year. The meeting had Huge Blackburn give a talk on Discus Launch Gliders, and Tony Muller talked about the Liberator project. The weather was getting better, and we went to Model Engines again.

September saw Malcolm Buckmaster get our Library going with a good supply of old magazines, and longtime character Harold Elliott died suddenly and ex member Geoff Vincent gave an interesting talk on his Altitude Record Attempts, both modelling and full size.

November saw the training group get new radios, DX6's, we had a presence at the Working With Wood Show via Richard Birmingham.

October through April we had our meetings at the field, and a BBQ, Esky Comp and general flying, and this year we had nice weather and plenty of flying. David Pratley won the Esky Comp.

January saw the annual pilgrimage to Camperdown, with a variety of weather, and a good time by all. Early in February we did our first Bunnings BBQ, that raised about a thousand dollars for the club. It was also about now we had our "Overflying Boundary's" problems, and I must say the situation has improved, and we have learnt to stay within our area. We must not let this standard slip.

John Skinner won the F3B comp, we had a good time at the VMAA Trophy . April saw the state thermal champs, we had Discus Launch at the field and we lost Neil Pollock and Ray Pike.

The year just gone has seen a few changes, some evolution as we adapt to our new surroundings, and some great flying days. We have some great images from the Aero tow days, the VARMS Trophy days have had good attendance and good times, and training is going good. We even had a Train the Trainers day, with 16 starters. And how can we forget the club meetings at the field with the great sun sets.

Which brings us up to now.

Firstly, you cant help but notice there are a few that are no longer with us. It shows just how valuable life is, and if VARMS can make your life a little more valuable, then that is good.

The near future should see our driveway? Entrance completed, and power and water on in the shed. I'm guessing that this is when we will start to get more "spectator traffic" and that will require some thought, as although it may be a pain in the A, it will also showcase our hobby, and in some cases, we may be able to turn it into an advantage. The times they are a changing. Its up to us how we respond, and what we can make off it

It seems that we may get some Electric Old Timer activity, and it may spread to "Old Time Glider" as well.

Lets all get together and make the next year a ripper.

Col

Please send articles & photos for
publication to
editor@VARMS.org.au



May 2012 Club General Meeting.- Held at Glen Waverley Primary School Hall on Friday 11 May, 2012 – Comm. 8.15 p.m.

Apologies Ian Pearson **Visitors** Gary Ryan ,Laurie Baldwin and one other.

Secretary: - Correspondence Out. – Nil. **Correspondence In** - VMAA fees & VMAA May Committee Meet. minutes.

President's Report. - Topics –

1) "Meet & Greet" Segment

a) Peter Cossins

Member of VARMS since 1982 –memories of early days at High Street Rd. Field
Retired Electronics Engineer.

Favorite Model –Slope "Ricochet".

Favorite VARMS experience –great atmosphere at Camperdown slope camps over '92 & '93

Worst VARMS experience –demolishing his Slope Ricochet during Slope contest at Mt. Hollowback in turbulent conditions.

b) Adrian De Vos

VARMS Member for 4 yrs.. Joiner Motor mechanic "tradie" – on CSIRO research over last 10 yrs. "activated carbon"-search for funding.

Other hobbies – restoring vintage cars.

Favorite VARMS experience – camaraderie with other members.

Worst VARMS experience - "planting" his model under power lines at High St, Rd. field.

2) Club AGM – Now for 8 June 2012

Call for members to fill soon to be vacant Committee Positions –incl Vice President, Trainee Treasurer & Registrar.

3) Knox Basketball Stadium – official Opening Functions –June 2nd & 17th. Call for members to attend with spouse/partners, to show" Club Presence"

4) Club HSR Working Bee – Sat.19 June.Tasks:

i) Shade Cloth shelters erection near Pilot Boxes

ii) Pilot Boxes re-furbishing.

iii) Power Pits makeover.

iv) Drainage issues for access Rd.

NB. Jobs available for everyone!

5) Reports – by Max Haysom

a) Club Logos – format and color styling for Club signage.

b) Club garments available – Winter Pullovers & caps.

6) Special Interest Group Reports

a). VARMS Trophy contest 27May 2012 – report by **Bruce Clapperton** on March Trophy day and advice that in May, "Open Class" models eg. "Vortex" style gliders permitted. Another trophy Day to be set for 17 June 12.

b) Club Slope days – dates from July to October 2012 to be set for once per month

c) **Jerilderie Open Thermal Contest** – report by Alan Mayhew on forthcoming RCGA Queens Birthday Holiday weekend.

GENERAL BUSINESS.

i) **VARMS Field Boundary overflying** ongoing problems.
Discussion on minimizing risk factors on this issue.

Evening Member Presentation

Introduction by Alan Mayhew of 2 members of Victorian Electric Flight Group, on Topic of **“Electric Old Timer Aircraft.**

Laurie Baldwin and Gary Ryan gave a fascinating and comprehensive talk and display model demonstration on the niche class of Models Design, Construction and Operation. - taking advantage of the modern electric power systems linked with classic design power model concepts.

Meeting ended 9.40 p.m.

Next Club Meeting Friday 8 June , 2012 at Glen Waverley Primary School Hall, - Comm. 8.p.m.

Standard Operating Times for VARMS Glider Field:

*Aerotow: **First Saturday each month, 12.00 Noon till 5.00 pm**
 Glider means gliders and electric assist
Clubrooms: **All days 7.00 am till 11.00 pm**

	Mon	Tue	Wed	Thur	Fri	Sat	Sun
8am-Noon (power) Dawn-Noon (glider)	Power	Glider	Power	Glider	Power	Power	Glider
Noon-5pm (AEST) (power) Noon-5pm (AEDST) (power) Noon-Dusk (glider)	Glider	Power	Glider	Power	Glider	Glider	Glider

For queries or problems regarding this timetable, please contact Max Haysom or Colin Collyer.

The Keyboard

Your frequency 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 on the key is a good idea too, in case you have departed and left your key in the board thus stopping someone else using that frequency. Members using 2.4 GHz sets should still insert a standard key in the appropriate section of the keyboard.

NOTICE OF ANNUAL GENERAL MEETING 2012

The Victorian Association of Radio Model Soaring (Inc.) will hold its Annual General Meeting including the Election of Committee, on **Friday 8th of June 2012** immediately following the General Meeting. All nominations for Committee must be submitted on the form below and mailed to: VARMS Inc, P.O. Box 4096 Knox City Centre VIC 3152, or handed to the Secretary, no later than 7 days prior to the AGM.

VARMS Committee Nomination Form 2012

I,VARMS No:

hereby nominate

for the position of

Signed

Seconded by

Candidate's consent:

I hereby accept this nomination for the aforementioned position,

Signed

FORM OF APPOINTMENT OF PROXY

I.....of.....

being a financial member of the Victorian Association of Radio Model Soaring Inc., hereby appoint

.....of.....

being a financial member of the Incorporated Association as my proxy to vote for me, on my behalf, at the Annual General Meeting of the Association and at any adjournment of that meeting.

My proxy is authorised to vote in favour for/against/abstain (delete as appropriate)

- 1. Election of Committee
- 2. Acceptance of the Balance Sheet for 2011/2012
- 3. Other: Please nominate items.(Example: Changes to Statement of Rules and Purposes)

Signed

VARMS No.

This Day of 2012

Notice of suggested changes to VARMS Statement of Rules and Purposes (Club Constitution) To be voted on at AGM

Delete: Clause 3 (iii) Associate Members – Those living outside 100 Klms of the GPO Etc.(Out of date)

Delete: Clause 4 (2).....Pensioners may be admitted at same rate as Juniors.

Add: FT Student Members may be admitted at the same rate as Pensioners (VARMS). (Cl 3 or 4)

Modify: Clause 5 The **Registrar**, shall keep and maintain a Register of Members.....Registrar replacing Treasurer.

Clause 13 (1) Modify: The President, or in his absence, the Vice President, shall preside as.....

Vice President replacing Secretary. Then (2) If the President and Vice President are absent it shall fall to a nominee of the Members present to preside as Chairperson at the meeting.

Clause 22 (1) The Officers of the Association shall consist of:

- a) President
- b) Vice President
- c) Secretary (Who also serves as Public Officer for that term)
- d) Treasurer
- e) Contest Director
- f) Editor
- g) Registrar

Clause 22 (1) (b) modify: Up to 6 Ordinary Members. Was 2 only.

Clause 25 (6) At meetings of the Committee: modify the following:

- a) The President, or in his absence the Vice President shall preside or.... was Secretary.
- b) If both of the above are absent then the one of the Committee members present shall be nominated to Chair the meeting.

These changes from Secretary chairing Com/Gen meetings are to allow accurate minutes to be recorded.

Clause 25 (9) Written notice of each Committee meeting... shall include email, fax and MP text message.....

The items above are reasonable “cleanup” changes, allowing some expansion for immediate future.

Any changes we finally make must be ratified by Business Affairs before they can become a part of the actual Constitution. It is best to do these as one change.

Max Haysom, May 2, 2012

Editor

Glenn Salisbury



Hi all, and welcome to the June edition.

Again no flying for me, but have received and built the new Hobby King Avro Lancaster and am continuing to build a replacement Blanik



Making use of the old tails



Ready

Six pilots lined up for the magnificent mini multitask format for VARMS Trophy March 2012. We ran three events (just like the big boys!) – Speed, distance, and a final round of precision landings. Speed first, with a course set up down the landing strip, two willing volunteers (Luke and Rob McKay – thanks a lot guys for calling the turns) and a couple of hand bells from the dusty bottom drawer of my kids playroom cupboard we soon had some wing tips fluttering (go Graham Sullivan) and some foam flying. Task was two laps of the course. Best time over three rounds was by Sepp at 10.03 seconds with some fast and steady flying from the Cularis. After three rounds of speed it was time for a round of distance. A bit of luck with some rising air and a very large wingspan 2.0 meter model saw Graham Sullivan blitz the field here with 18 laps compared to the runner up Bruce Clapperton with 9. And so it came down to the sudden death landing round with a plastic bag pegged to the ground as the target – closest landing gets the points! After crunching the numbers using a secret formula designed by mathematicians unknown, final points over 5 rounds were.....

Graham Sullivan first with 23 points, Sepp with 21 points, Bruce Clapperton 19 points, Dave Weller 15 points, David Sheehy 9 points and Bruce Robinson 6 points.

2011/12 Overall points table....(Maybe I will even get an actual trophy!)

Overall		Rookie	
Danny Malcman	3	Bruce Robinson	4
Graham Sullivan	3		
Geoff Trone	2	Richard Johnston	2
Sepp	2		
Bruce Robinson	1	Robert Kassell	1
Bruce Clapperton	1		

Now, after the event, David Weller and Bruce Clapperton had some fun with their Radians fitted with 100meter height limiters - Launch together and see who comes down last. Maybe we'll aim to do this for 15 or 20 minutes after every VARMS trophy if we have time. This is a great way to have a bit of friendly competition. I know there are a few height limiters out there which haven't been fitted yet. I'd really like to see them being used for VARMS Trophy and hopefully for a bit of fun at other times as well.

Future VARMS Trophy Dates 2011/12:
17th of June

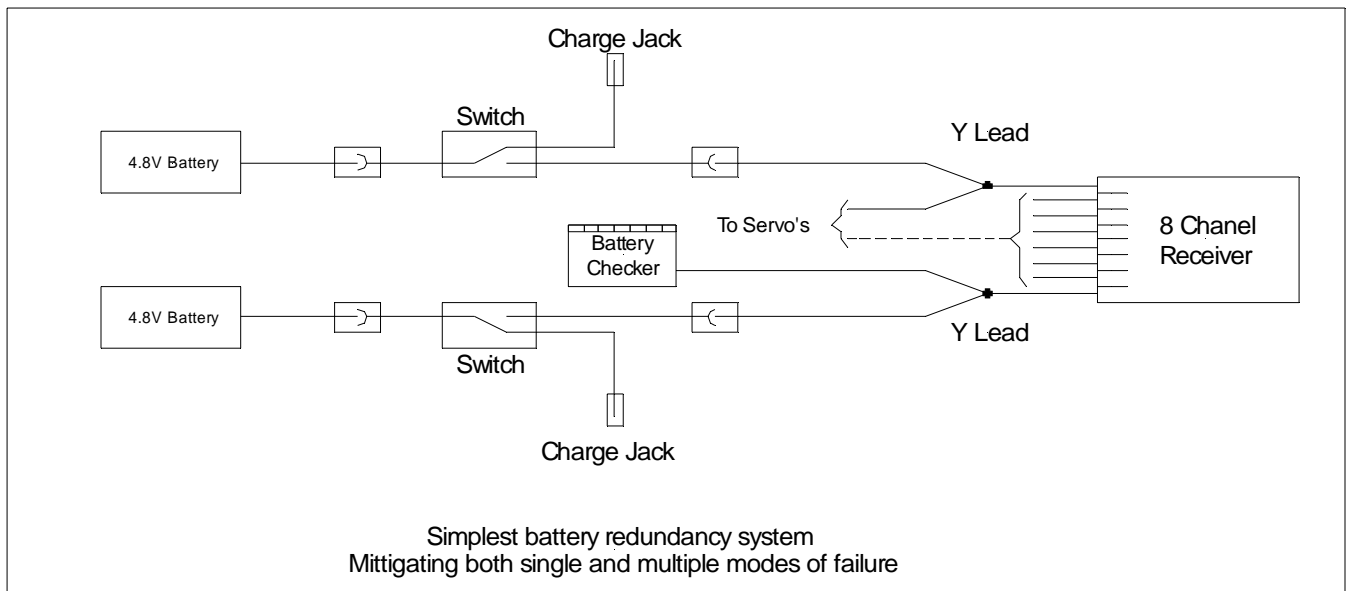
VARMS Trophy is a low key fun competition for 2 meter gliders and sport/foam electric gliders. This is just the thing for pilots who have recently been awarded their bronze wings. If you would like to join in the fun send an email to bruce.clapperton@rocketmail.com to be added to the email list.

Please send articles & photos for
publication to
editor@VARMS.org.au

Simple dual battery redundancy system

There has been a lot of discussion regarding battery redundancy systems on the internet, arguing the merits and short comings of various systems and cell counts.

Illustrated bellow is the simplest 4 cell dual battery system used by myself for quite some time on several of my model airplanes.



During power up, both switches are turned on and off in turn, to check each battery independently under servo load before both switches are turned on for the flight.

Five cell batteries (6Volt) are better for the prevention of receiver brown out during high servo loads, however many of older servos (including some digital models) will not work well or may even fail when operated on 5 cells (6Volt) instead of 4 cells (4.8Volt).

Some have proposed the use of 5 cells with isolation diodes, however the consensus of various published articles on the web is that diodes are not needed since most battery failures are high resistance or open circuit faults.

In any case, I conducted some bench tests to see what happens in the most unlikely event of one cell failing and becoming short circuit, I must emphasize at this point that this is not the usual mode of battery failure.

On four cell systems the current from the good 4 cell pack to the other pack with a shorted cell (3 good cells) was 1.5Amps, whilst on 5 cell packs the discharge current was 1.2 Amp.

The highly unlikely discharge currents proved to be significantly higher then I expected, however when using 2200MAH batteries, this still equates to over one hour of flying time, after which the problem cell would be detected during the prescribed power up test routine before the next flight.

More complex systems potentially cannot mitigate both single and multiple modes of failure due to the added series regulators, isolators and common control processor, however these

often offer servo short circuit fault isolation and myriad of other very useful features like individual servo end point adjustment and direction change, especially desirable in very large models with a high servo count therefore these are gaining popularity.

Having said all that, most of us drive motor vehicles with engine management systems that can only be described as very complex, however we do not experience the same rate of failure compared to what used to be when there was nil electronics under the car bonnet.

I believe there is merit in both the more complex and the simplest systems, depending on the size and complexity of the model airplane.

Back to the illustrated simple system, the part count and cost is low, 2 of "Switch Harness", 1 of "battery Voltage Indicator" and may be a 'Y' lead or two and of course the second battery pack of equivalent type and capacity of the first, all in all much cheaper then repairing or replacing a broken model.

Most importantly, each battery must connect to the receiver via two separate paths, as per the illustration, other wise all the benefits of redundancy will be lost.

Flying Event Calendar			
Name	Date/s	Location	Further Info
LSF Thermal Tournament Inc RCGA Thermal League #10 & F3K DLG League #10	9 – 11/6/12	Jerilderie, NSW	LSF/RCGA
VARMS Training (10am)	10/6/12	VARMS Glider Field	VARMS
VARMS Trophy (1pm)	10/6/12	VARMS Glider Field	VARMS
VARMS Training (10am)	24/6/12	VARMS Glider Field	VARMS
VARMS Scale Aerotow	7/7/12	VARMS Glider Field	VARMS

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Here are a few shots of the aerotow at High Street Road.



Despite some windy and wet forecasts the weather for the selection trials in Longwood (1.5Hrs North of Melbourne) turned out to be pretty much fantastic. No wind, warm temperatures, only some minor drizzle, great competition, great field, great fun, 18 rounds of flying, lunch, afternoon tea and some beers to finish. What more could you ask for!

5 of us made the trip and enjoyed a day where we completed 6 different F3K tasks. We used a round-robin system so we could fly the timed tasks and then we flew All Up Last Down (AULD) for the rest of the competition. This worked well.

Our timed tasks were something we do not do much of during the year it showed in some small (but costly) errors by different pilots, Brett landed one second early in a Poker task and at one stage I forgot I could relaunch and get a better time! All good practice to take on the Kiwi's in October.

The conditions changed throughout the day and there were three distinct parts to the day:

1. Early on there were some light bubbles to be worked and you could work them quite high.
2. After the rain shower an inversion layer set in that was very very low and you could work a small bubble for a minute before it disappeared. The trick was to leave quickly and find another bubble, because if you tried to find the same (no longer existent) bubble again, you lost a lot of height. Don't ask me how I know!
3. After 3:30PM the lift almost totally disappeared and it became a hang time competition in very heavy air. There were very light patches of 'less sinking air' and you could extend your flight by an extra 20 - 30 seconds.

Jon Day flew well all day and was the master of the different conditions to win the competition. Well done Jon, a great win! He flew his Concept Extreme 2 and Fireworks 5. I came second after a poor start and I thoroughly enjoyed the challenge. I flew my Salpeter and Stobel V3.

Hugh Blackburn came 3rd and is continuing to improve and had some excellent flights (I know, I was on the end of some). He flew his Salpeter and Stobel V3.

4th was Brett Anthony who was out of practice having not flown for a while. Brett flew the Salpeters.

5th was Jim Houdalakis who only needs to improve his launch height to really start doing well. Jim flew his Salpeter.

1	Day, Jon	15281.0	100%
2	Stent, Marcus	15149.8	99.1%
3	Blackburn, Hugh	15008.4	98.2%
4	Anthony, Brett	14624.8	95.7%
5	Houdalakis, Jim	11235.5	73.5%

So the team for the NZ Trans-Tasman is Jon, Marcus and Hugh, with Brett as the Team Manager. Congratulations everyone!

A great day was had by all and a special thank you goes to Jon for organising the field and to Jon's girlfriend Shona who organised lunch, afternoon tea and some beers at the end of the day. Thank you very much!

10 of us enjoyed a magnificent day at Ballarat for the Thermal League #9 event.

The thermals were generally light which made them difficult to find at times, however the ever consistent Jim Houdalakis made the most of the conditions to win the day. David Hobby was very close to Jim and only slightly missed a landing to come second. Theo started to return to some good form to come third. I came fourth, but I had my plane catch a wing tip, spin around and brush my leg so I scored 0 landing points. This in the end cost me first place, Doh!

Congratulations to the place getters:

1st	Jim Houdalakis	6990.0
2nd	David Hobby	6985.6
3rd	Theo Arvanitakis	6918.1

We again voted to run no droppers in preparation for the vote at Jerilderie and it now gives us plenty of experience to make an informed decision.

Results and league updates attached (website soon). Don't forget to visit the web site at www.rcga.org.au

See you at Jerilderie.

AUCTION

Peninsula Aeronautical Radio Control Society

Saturday June 30th, 2012

Chelsea Heights Community Centre
Beazley Reserve
160 Thames Promenade, Chelsea Heights

Admission \$2 to cover the cost of the hall
Goods received from 10.30am
Sausage sizzle and other refreshments from Noon

Auction starts at 1:00pm

Door Prizes!

Enquiries:
Addie Hampson: 9774 2592
Brian Dowie: (AH) 9706 2074, (BH) 95559445



Classifieds

For Sale:

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These model kits are all of simple ,robust construction with “Obecchi-Veneered” foam wing halves, ply fuselage sides and other quality materials ,plus full hardware. All models have full aerobatic performance and only require a basic computer radio set-up for flight operations.

ESPRIT

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Wingspan 1.6 m.(62”)

Reduced price for quick sale **\$80 ONO.**



ESPRIT TURBO

Developed model for wing mounted aileron servos

Wingspan 1.7m

Reduced price for quick sale **\$95 ONO.**



WINGBAT

Frenetic flyer and great fun!

Wingspan 1.2m.

Reduced price for quick sale **\$ 50 ONO.**



WINGBAT PLUS.

Larger version of original model – copes very well with light slope lift and with more relaxed flying envelope.

Wingspan 1.4m.

Reduced price for quick sale **\$60 ONO.**



Contact
E Mail

Roger Stevenson. H Ph.98308293, Mobile 0411141786
janineroger@aapt.net.au



Mowing Roster

Martin Hopper	9873 8256	Jun (early)
Robert Kassell	9795 1330	Jun (late)
Henri Wohlmuth	9764 1921	Jul (early)
Jim Baker	9803 2185	Jul (late)
Bruce Robinson	9887 8996	Aug (early)
Graeme Hollis	9739 4886	Aug (late)

Geoff Moore (Heliport) 98022044
 Max Koludovic (Runways & Pits)

Any Problems with the field, ring

Martin Hopper

9873 8256

Training Dates

10th & 24th June

**Training radio
 Frequencies are now
 on 2.4 GHz**

**VARMS Training is
 kindly sponsored by:**

Hyperion Australia




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VARMS Web Site: <http://www.varms.org.au> – for up to date info on VARMS

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 Inc.

Organisation No. A0001504U

Affiliated with the Federation Aeronautique Internationale (FAI)
The World Air Sports Federation



VARMS (Inc.) was formed in 1968 to get together aero-modelers 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 filed entrance gate.

VARMS Training is kindly sponsored by Hyperion Australian.

VARMS organizes 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 Road) Meetings start at 8:00 pm and visitors are welcome. Formalities are usually followed by lively discussions on matters of interest to all modelers and a light supper, suppliers by Bakers Delight, The Glen Shopping Centre.



If undelivered return to:
VARMS Inc.
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KNOX City Centre VIC 3152

