

# Issue 523

## August 2018

Victorian Association of Radio Model Soaring



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**Cover photo:**

Avro Lancaster fly past at the Old Warden Air show. Photograph taken by David Anderson who; "Recently had a trip to the U.K. catching up with family, friends and taking in a few Air Shows." Further photographs and an article in the next Aspectivity as I ran out of room this time.

**10<sup>th</sup> August**  
**Next General Meeting**

**Wednesday at VARMS Field – The 3 F's night**  
**Fly, Food, Fix**

**7<sup>th</sup> September - Deadline for next edition**



### **Our future**

Knox Council is due to receive a further report in August 2018 and to receive a final Masterplan for the Knox Regional Sports Park for consideration and endorsement. The August Council Meeting is on 27<sup>th</sup> August.

VARMS has written to Parks Victoria and Knox Council identifying the Police Paddocks site as an ideal relocation site for us if we have to move, and requesting that we start discussions on this option. Thanks to our Secretary Ron who is pushing this along.

### **VARMS 50<sup>th</sup> Birthday Display Day - Sunday 30<sup>th</sup> September**

Work is progressing under Peter Cossins' stewardship. I hope you, your families and friends all have this in your diaries. We'll be looking for members to help out with preparation and activities on the day including flying demos, parking, the raffle, refreshment sales and toilets (queuing etc not cleaning!). If you'd like to contribute and make it a great day please let me know : [president@varms.org.au](mailto:president@varms.org.au)  
0417536389

### **Youth Build'N'Fly Program- Monday 24<sup>th</sup> to Friday 28<sup>th</sup> September**

Work on fine tuning and finalising the powered glider designs is nearing completion, thanks to Neil, Russ, Ron and Kevin. Neil already has 5 paid enrolments for the program. Great progress guys.

### **We have a Treasurer!**

Thanks to David Milne who is our new treasurer and has hit the ground running.

### **Drone Training at our field**

Ringwood based company Aerworx (<http://www.3fbaerworx.com.au/>) ran a two day CASA certified program for Victorian Fisheries and Wildlife Officers on Wednesday 1<sup>st</sup> and Thursday 2<sup>nd</sup> August. I'd say everyone thought it all went very well. The Aerworx crew and trainees were very professional as were all the VARMS members present over the two days. Club flying occurred as normal and some members came down just to have a look see.

It's now upto us to decide if we want this use of the field to continue and under what conditions and circumstances.

### **Video camera at the field that can be viewed online**

The committee has decided that installation of a camera that will view the pits area and landing strip will go ahead. The camera's feed will be able to be viewed online by club members. Installation of further cameras and maybe even a weather station will be considered down the track. Michael Best and Mike Barlow have volunteered to get this up and running and this is much appreciated.

### **VARMS DRAFT Child Safe Policy**

Please see the separate item in this edition.

### **VARMS Archives**

Many thanks to Thomas Rawlins who has offered to look after the VARMS Archives that Des Bayliss developed over many years. The Archives are an important part of the club and it's great that Thomas will be ensuring this continues.

### **Chuckies**

Some MAAA chuck gliders and smaller spitfire gliders are now available at the field courtesy of David Nichols at the VMAA. These are for use by young visitors. Please note they're not giveaways, not takeaways and not for sale. Please return them to the chuckie box after use.

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The Victorian section of the Association now meets at the VARMS Clubroom on the 4th Thursday in every month, except December when there is no meeting. Starting time is around 8.00 pm. Supper is provided and friendly discussion follows. Attendance fee \$3.00 to cover costs.



The meeting takes the form of a "show and tell" with members, and others, bringing along their projects to present to the gathering. Also there may be discussion on technical matters related to electric models. There is normally a lot of experience amongst those present, so it is a good time to sort out any problems.  
Max Haysom 9801 3899

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Flying Event Calendar			
Name	Date/s	Location	Further Info
General Meeting	10/8/18	VARMS Glider Field	<a href="http://VARMS.org.au">VARMS.org.au</a>
VARMS scale aerotow	11/8/18	VARMS Glider Field	<a href="http://VARMS.org.au">VARMS.org.au</a>
VARMS Training	12/8/18	VARMS Glider Field	<a href="http://VARMS.org.au">VARMS.org.au</a>
Bendigo Large Scale Racing	18-19/8/18	Marong	<a href="http://www.brcac.asn.au/">http://www.brcac.asn.au/</a>
Weekend of Flying at Robinvale	18-19/8/18	Wewak Rd. Robinvale	R&DAC
VARMS Training	26/8/18	VARMS Glider Field	<a href="http://VARMS.org.au">VARMS.org.au</a>
General Meeting	14/9/18	VARMS Glider Field	<a href="http://VARMS.org.au">VARMS.org.au</a>

## July General Meeting minutes

Ron Hickman



Meeting opened 08.00pm

Members present 32

Apologies: Max Haysom, David Weller, David Anderson & Brian Laughton

Minutes of previous meeting

Moved John Gottschalk Sec R Pearce That the minutes of the previous meeting as printed in Aspectivity be accepted carried

### Treasurers report

Ross Armstrong introduced the new treasurer David Milne

Moved Alan Mahew Sec Geoff Moore that the treasurers report be accepted carried

## **Correspondence In**

VMAA minutes  
Environment minister reply  
News release tyabb airshow dvd  
Alan Tudge community awards

## **Correspondence out**

Kcc Annual report  
Consumer affairs report

## **Other reports**

**Aerotow** Danny Malcalm indicated it is on for tomorrow good day predicted. Canberra is on for the 1<sup>st</sup> week Oct. Cobram is on Melbourne Cup Day P&DARCS also running aerotow on Cup day

**Training** Ross acknowledged the effort and dedication of the training team for the regular public training days

## **General Business**

- Ross introduced Russell Pearce as the new editor for Aspectivity
- Ross mentioned the recent championships at Jerilderie and Dave Pratley is up for selection for the National team.
- Ross explained the current position on the site license. The committee is working with a 2 pronged attack to stay here and in the event where to relocate.
- Ross reported that the committee had received a suggestion that we move the changeover time between glider and power from midday to 1pm. Ross indicated the subject to be held over until the next general meeting
- Ross indicated a change in responsibility for Capt Blockhead's Café, Michael Barlow to look after the fridge, Keith Schneider to look after freezer. Ross thanked Col Collyer for his great efforts over the years with the Cafe, the money raised and amenity provided to members.
- Michael indicated that the committee had agreed that tea and coffee are now free
- Phil Eagles offered to install door closer - accepted
- Cameras on site accessible to members via website, the committee have agreed to install cameras - Michael Best doing quote
- Ross requested the meeting for volunteer(s) to look after the Des Bayliss records Resolved to roll over to the next meeting
- Ross reported that Council had been notified over the recent flooding and a request to have the relevant drain cleared has been sent to Council.
- A suggestion had been made to the committee for a table to be located behind flying box to enable safe connection and disconnection, a temp table has been moved to the area  
Resolved to get a bigger new table.
- Ross indicated that we need a Working With Children policy for VARMS to cover the program being developed by Neil Roshier and for general club operations. Ross will have a draft ready shortly for comment.
- Tim Morland advised the members of the youtube channel (RC Modelling AU) that he has set up
- Peter Cossins reported that the date for the 50<sup>th</sup> birthday party is 30<sup>th</sup> Sept and the current state of organisation.
- Kevin Fryer reported on the repair of the winches, 2 now fully operational plus a spare reconditioned motor has been obtained. Kevin and other members involved were thanked for their work.
- New winch chutes have been donated by Dave
- New winch battery and charger have been purchased
- The meeting was notified that 2 sets of gumboots have been purchased for use when wet. They're also to protect members from snakes when retrieving models
- Neil Roshier reported on the holiday program to date.

- Dave raised the issue of building in a green wedge area and suggested that in view of the unsatisfactory response from the Minister for the Environment we should write to the Greens to protest this activity. Dave was requested to submit a motion in writing
- Ross welcomed the new committee members: Mike Barlow and Keith Schneider
- Presentation by Alan Mayhew on the lightweight 2m model he has designed, built and recently maiden
- Presentation by Lew Rodman on indoor flying

Meeting Closed 9.20pm

**Draft Child Safe Policy**

**Ross Armstrong**

I believe that VARMS is a very safe place for children and young people. Always has, and always will be.

We all agree we need more younger members, they're the future of our hobby and sport.

Our Youth Build'N'Fly Project running in the last week of September is one way we are encouraging more young people to get involved in aeromodelling.

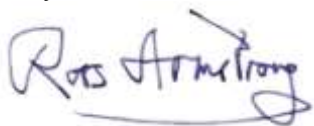
In today's world our community rightly expects that clubs like VARMS will have a Child Safe Policy. Almost all clubs and organisations where you'll find children have a Child Safe Policy eg sporting clubs, Scouts, Guides, etc.

The MAAA also recognises this and issued a Member Protection Policy in 2016 that includes Child Safety provisions. It says:

*'Through its Member Protection Policy, the MAAA seeks to protect the safety of children, and to ensure a climate of respectful and positive behaviour, free from harassment and abuse. ... It is the responsibility of everyone in the MAAA; the Executive, Ordinary Members, Clubs, Affiliate and all other classes of members to ensure that their activities conform to this policy.'*

- The Committee believes VARMS should have a Child Safe Policy that meets community expectations and a Draft Policy has been written.
- We ask all members to have a look at this policy and provide your comments and feedback to Ron Hickman, Keith Schneider or me.
- Comments, feedback, questions etc can be by email &/or telephone &/or in person and we would like to have these by **Sunday 9th September**.
- The Draft will then be altered as required based on your feedback and comments.
- The Committee is hoping to finalise the Policy and have it endorsed and adopted at the club general meeting on 14<sup>th</sup> September.
- Please have your say and tell us what you think about this Draft Policy.

Many thanks



Ross Armstrong  
President



## Victorian Association of Radio Model Soaring **Draft Child Safe Policy** Version 1

### **1 Our commitment**

- VARMS is a club that always has and always will have the best interests of children at heart.
- VARMS is committed to providing a safe place for children where they can learn, create and enjoy themselves.
- VARMS has a zero-tolerance approach to any form of child abuse or harm

### **2 Definition**

- The words 'child' and 'children' in this policy refer to children and young people up to the age of 18 years.
- Abuse and harm includes unintentional/accidental physical harm, physical abuse, psychological abuse, cultural abuse and sexual abuse.

### **3 Child Safe Policy**

3.1 This Policy was approved by the VARMS Committee of Management on xx/xx/ 2018 and endorsed by members at the member's general meeting on yy/yy/2018. It is due to be reviewed on zz/zz/2019.

It was developed in collaboration with all our members and applies to all members, children and individuals involved in VARMS.

3.2 We value diversity and do not tolerate any discriminatory practices. We support the cultural safety and participation of children from any cultural and/or linguistic background and their families. We welcome children with disability and their families and act to promote their participation

3.3 Working with Children Checks, briefings on this policy and following the VARMS Child Safe Code of Conduct are required for all members who have contact or responsibility for children. Any costs associated with Working with Children Checks will be paid for by VARMS.

3.4 The President and Secretary of VARMS have specific responsibility for responding to any complaints, reports etc arising from this Policy.

#### **3.5 VARMS Incident Reporting Procedure**

- If anyone becomes aware of an incident or allegation of abuse, the first step is to ensure that the child or children are safe and safe from any further abuse or harm.
- Contact the President or Secretary as soon as possible about any incident or allegation
- If the incident or allegation of abuse could involve criminal conduct, the matter will be immediately reported to Victoria Police and any other agency as required.
- All reports of child abuse will be treated as serious, whether they are made by an adult or a child.
- As soon as possible an Incident Report Form should be completed in collaboration with the President (or Secretary) and a copy forwarded to the Secretary (or President)

### **4 VARMS Child Safe Code of Conduct**

All VARMS members are responsible for promoting the safety and wellbeing of children and young people.

Anyone who breaches this Code may be subject to disciplinary actions

All VARMS members agree to the following:

1. Comply with all relevant Australian and Victorian legislation and the VARMS Child Safe Policy
2. Raise concerns with the Secretary or President if any risks to child safety are identified
3. Listen to children and respond to them appropriately
4. Parents or other adults responsible for children are required to attend and observe VARMS activities involving their children at all times. The only exception to this is as per item 5.
5. From time to time VARMS may run a Committee approved structured activity or program where attendance by a parent or other adult responsible for a child for the duration of the activity may not be feasible. In this instance adequate measures will be implemented to ensure the VARMS Commitment to Child Safety is achieved.
6. Observe boundaries with children at all times.
7. Ensure any activity undertaken with a child can always be seen by another adult.
8. Not condone or participate in behaviour with children that is illegal, unsafe or abusive
9. Never ignore or disregard any concerns, suspicions or disclosures of child abuse
10. Never exaggerate or trivialise child abuse issues
11. Never use hurtful, discriminatory or offensive behaviour or language with children
12. Never initiate unnecessary physical contact with children
13. Never develop 'special' relationships with specific children or show favouritism through the provision of gifts or inappropriate attention
14. Never exchange personal contact details such as phone numbers, social networking details or email addresses with children
15. Never have unauthorised contact with children and young people online, on social media or by phone
16. Report and act on any behavioural complaints, concerns, allegations, disclosures or observed breaches regarding this Code of Conduct to the relevant person or authority as outlined in the VARMS Incident Reporting Procedure
17. Respect the privacy of children and their families by keeping all information confidential

## 5 Monitoring and Records

Appropriate accurate, confidential and secure records will be kept to ensure the effective implementation and review of this policy as required.

This Policy will be reviewed with regard to form, content, implementation and effectiveness at least every 12 months

This Policy is based on:

- 'A Guide for Creating a Child Safe Organisation' (4<sup>th</sup> Edition 2018, ISBN: 978-0-9945296-6-4) issued by the Victorian Government Commission for Young People and Children, Level 18, 570 Bourke Street, Melbourne Victoria 3000. Available at [www.ccyp.vic.gov.au](http://www.ccyp.vic.gov.au). Phone (Free call) : 1300 78 29 78 Phone: (03) 8601 5281 Email: [contact@ccyp.vic.gov.au](mailto:contact@ccyp.vic.gov.au)
- MAAA MOP041 *Member Protection Policy* 12/10/16 <https://www.maaa.asn.au/images/pdfs/mops/MOP041-Member-Protection-Policy.pdf>

Thanks to Ron Hickman, Bruce Perry and Michael Best who have provided valuable feedback on an earlier draft.



References:

1. [FAI Aeromodelling events](#)
2. [MAAA Australian Official Rules Section 6 RC Glider Rules](#)
3. [FAI Model Classes](#) - article by Raymond Pike on the FAI model categories - gives further details.

I can remember as a teenager being interested in model aeroplanes and playing with stocky balsa contraptions that “flew” on control lines in the local park. These were powered by quaint little diesel engines that ran on small quantities of diesel fuel and large quantities of human blood. The latter being extracted from my lacerated fingers by means of a sharp propeller requiring repeated flicking over to elicit more than a cursory sign of life from the “donk”.

Those halcyon days are long gone but only four or five years ago I was fascinated to accompany my brother Simon Murray as he indulged in the joys of radio-controlled flying. Perceptively, he gifted me a GWS Slow Stick kit and an old 27MHz transmitter for Christmas. On this I re-honed my construction skills and set about learning how to ‘jiggle the sticks’. Much frustration and repair work ensued, until I found VARMS and joined in the Sunday training. The patient instructors raised my confidence to the point where the sticks no longer jumped in my nervous fingers and the Preludes dutifully flew the required patterns and landed without incident. Ian Slack quizzed me and watched me fly and after a number of sessions awarded my prized wings.

I now enjoy soaring a Red Eagle off the sand dunes at Venus Bay and guiding the bruised and battered Radian in search of thermals at Briggs field. The fellowship and knowledge of the members has helped develop my flying and continues to do so, but there has been much to learn and, I’m sure, much more to come.

Around the club I listened to talk of the fun of competitions and how certain models would be really good at mysterious things like F3J or F3K. I’d even heard mention of F3B and F5J. None of it seemed to make any sense. My ignorance galvanised me and after much googling a whole alphabet of category names materialised. Most of them I’d never heard of and maybe other members haven’t too. So I’ve listed below the competition categories for the FAI (Fédération Aéronautique Internationale) as best I’ve been able to discover.

There may be gaps and I invite anyone who knows more about this than me to add to the list. For each category I have given a brief description but there are more detailed rules, of which some may be found in the references. A (?) means I haven’t been able to find out anything about this category. It might not even be one; HELP! So here goes . . .

The first letter, F, stands for flying model aircraft.

The second character, a number, means:

1. Free Flight models
2. Control Line models
3. Radio Controlled models
4. Scale models
5. Radio Controlled Electric Powered models (RC, EP)

The third character, a letter, designates the event.

### **F1 - Free Flight**

- F1A A/2 or Nordic Glider models, wing area 32-34dm<sup>2</sup>, min weight 410g
- F1B Model Aircraft with Extensible (rubber) Motors, Wakefield. Empty weight min 200g with max 30g of rubber motor, total area of model < 19dm<sup>2</sup>.



- F1C Power Model Aircraft up to 2.5cc, weight at least 300g/cc
- F1D Indoor Model Aircraft, min weight 1.4gm, max wingspan 55cm, 0.4g of rubber
- F1E Slope-soaring Gliders with Automatic (Magnet) Steering
- F1F Helicopter models
- F1G Mini Rubber-powered Coupe d'Hiver models. Min empty weight 70g, max rubber motor weight 10g
- F1H A/1 Class Mini Gliders, less than 18dm<sup>2</sup> wing area, min weight 220g
- F1I (?)
- F1J ½A class Power models, like F1C but max 1cc, see SAM
- F1K CO<sub>2</sub> powered Free Flight Gliders using max 2cm<sup>3</sup> CO<sub>2</sub>
- F1L (?)
- F1M (?)
- F1N Indoor Hand Launch Gliders (HLG)
- F1O (?)
- F1P Power Model Aircraft
- F1Q Electric Power Model Aircraft

## **F2 - Control Line Circular Flight**

- F2A Speed Model Aircraft
- F2B Aerobatic (Stunt) Models
- F2C Teams Race
- F2D Combat Model Aircraft

## **F3 - Radio Controlled Flight**

- F3A Precision Aerobatics or Pattern Flying
- F3B Multi-task Thermal Soaring Gliders using winch launch to fly duration, distance and speed tasks and may change only ballast between tasks
- F3C Aerobatic Helicopters
- F3D Pylon Racing Scale Model Aircraft
- F3E Renamed to the F5 category
- F3F Slope Soaring Gliders compete on speed over 10x100m legs marked by pylons
- F3G Powered Gliders
- F3H RC Soaring Cross-country Racing
- F3I Aerotow Soaring Gliders a provisional Distance/Speed event from 200m launch
- F3J Thermal Duration Gliders using two-man tows and 10 or 15 minute tasks
- F3K Hand Launch Gliders including Discus Launch Gliders (DLG), max 1.5m wingspan. Similar rules, denoted F6D, to be used in the World Air Games
- F3L (?)
- F3M Large Scale Aerobatics
- F3N Freestyle Aerobatic Helicopters
- F3O (?)
- F3P Radio Controlled Indoor Aerobatics
- F3Q (?)
- F3R Pylon Racing Model Aircraft with Limited Technology
- F3S (?)

- F3T Semi-scale Pylon Racing Model Aircraft with Controlled Technology
- F3U RC Multi-Rotor FPV Racing

#### **F4 - Scale Models**

- F4A Free Flight Scale Model Aircraft
- F4B Control Line Scale Model Aircraft
- F4C Radio Controlled Flying Scale Model Aircraft
- F4D Indoor Free Flight Rubber-powered Scale Model Aircraft
- F4E Indoor Free Flight CO<sub>2</sub> Engine Scale Model Aircraft
- F4F Indoor Free Flight Scale Model Aircraft – includes Peanut Formula, max 13” wingspan and Jumbo, over 36” wingspan
- F4G (?)
- F4H Scale Model Aircraft - Stand-off scale weight

#### **F5 - Radio Controlled Electric Powered Flight**

- F5A Aerobatic Gliders
- F5B Multi-task Gliders, hotliners. Compete on speed and thermalling ability (similar to F3B Speed/Distance tasks), wing loading, launch height and maximum battery weight limitations apply
- F5C Helicopters
- F5D Pylon Racing
- F5E (?)
- F5F (?)
- F5G (?)
- F5H (?)
- F5I (?)
- F5J Thermal Gliders with altimeter/motor run timer. 30 second Launch Window, 1 point per meter penalty for each meter of launch altitude at window end up to 200m, 3 point per meter penalty for each meter above 200m.

I hope at least one person found this enlightening. It helped me to a deeper knowledge of my hobby. In doing my googling I came across many other terms heard in relation to model planes that I thought could also use some clarification. I will talk about these in a separate article.

### Hearn's Hobbies Eagle Glider Models

Geoff Hearn

As a result of an offer by Ron Hickman to have a fly of his enlarged electric powered version of a Hearn's Hobbies Mk II Eagle (shown on the right) I thought it might be of interest to VARMS members to give a short history of this line of gliders; starting with the model hanging from the club house ceiling.



Back in the 1950's Hearn's Hobbies, a Melbourne company, manufactured a range of model aircraft kits, ranging in type from gliders, rubber powered models, free flight internal combustion powered cabin mono planes to an extensive range of IC powered control line aircraft.

The model on display in the club house was built by the late Charles Lambeth, in the late 50's from a Hearn's Hobbies kit (which makes this model around 60 years old).

I was given this model many years ago when Charles was clearing out his garage in order to make room for other items in his new premises. The model sat in my garage for around 10 years and my intention, when time allowed, was to restore it to its' former glory.

Then, out of the blue some three years ago, I received a phone call from a long time aeromodeller and member of the Doncaster club, Ian Carter. Ian was wishing to obtain a plan of a free flight Eagle glider as he was wishing to build a radio controlled, electric powered version. I was intrigued as to why he picked this model as not many people would know of its' existence. He explained that as a young lad (in short pants) he had built and flown one as a free flight tow line model and now wished to recreate and build another in some of his free time. I was able to provide Ian with an original plan and, being the quick thinking person that I am, I put it to him that whilst he was building his new creation, would he consider restoring the original model that I had in my possession. Deal done; the restored model now hanging in the club house has been restored to its' intended purpose as a free flight towline glider.



Partially and fully restored

This isn't the end of the story as our immediate past president, Colin Collyer and Brian Laughton, who both indulge in old time glider models, decided to build an enlarged modern build, and create some interest in Australian designed model gliders. (refer to Aspectivity issue 503, October 2016) I have seen both Colin's and Brian's models flown off the winch at the club field and from my observations both fly extremely well. Collin's is shown on the left and Brian's on the right.





As a result of the above models arriving on the scene interest was now being shown by a number of members in the later Eagle Mk II; another Hearn's Hobbies kitted free flight glider. Interest in the Eagle Mk II might also have been ignited by the presence of an original version; also built by the late Charles Lambeth that I exhibited back when we held the Aussie glider day, show casing many airframes designed and built in Australia. (see Aspectivity issue 505, December 2016)

On the above right is an updated version – note the swept back tail fin.



Over the subsequent months a number of these gliders started to appear at the club. Most were enlarged versions of the original, were now radio controlled and generally converted to electric power. Gary Ryan was behind this project of researching the design.



Enlarged eagle Mk II built by Daryl Cope

Enlarged eagle Mk II  
Electric powered and  
built by Gary Ryan



Move on to 2018 and I am now the custodian of three Eagle Mk IIs. One was built from an original Hearn's Hobbies kit in the early 1960s. Initially built as a free flight model, it was later converted to radio control and was restored with modern heat shrink covering. Its' span is 1750 mm. I also have two other versions enlarged to 2220 mm and 2620 mm, converted to electric power and both were built by Gary Ryan.

In all I am aware that there are nine Hearn's Hobbies Eagles out there, both the Mk I and Mk II examples. It would be hoped that we could collect them together for a "Gathering of Eagles" at the club site in the near future.

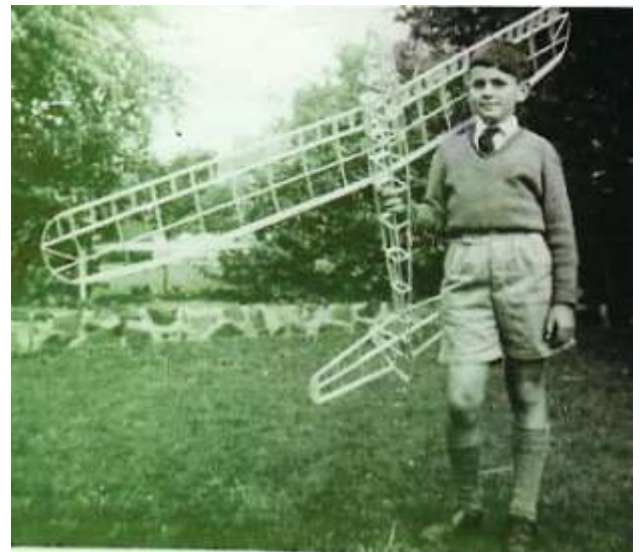
Should you wish to build any of the Hearn's Hobbies models, plans can be downloaded from the Full Circle Flyers web site using the Hearn's Hobbies Memorabilia page at the following link.

<https://fullcircleflyers.blogspot.com/p/hearns-hobbies-memorabilia.html>

Some additional Photographs



The Hearn brothers with three of their kitted models.  
The Eagle Mk 1 is the one being launched.  
(Very 50s with the coats and ties. ed.)

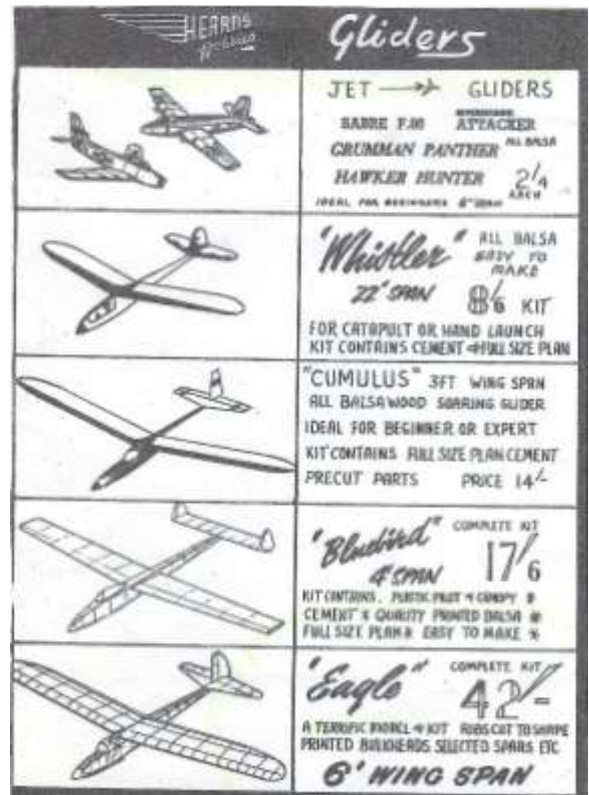


A young Ian Carter with his Eagle built from  
a kit. Photo late 1950s.





Box top artwork for the Eagle Mk II and the original box for the restored model with the Hearn's Hobbies advertisement plus a selection of other glider advertisements shown on the right



## Aerotowing practices

Danny Malcain

### Why we do certain thing in a particular way

#### 'Pilots Box'

- The chief purpose of the 'Pilots Box' is to keep the pilots within audible range of each other, so everyone is aware of what is happening.
- The front row of the 'Pilots Box' is reserved for pilots in the process of 'Taking Off' or 'Landing'
- After release from tow, the glider pilots need to move away from the front row to the back, this often requires assistance to do safely.

#### 'Take Off Position'

- For safety reasons the 'Take Off Position' is restricted to be no further back than the rear of the pilots box at the near edge of the runway, this is to mitigate the risk of wing tip stall or radio failure during take off and crashing on top of the 'Pilots Box'.
- Taking off from the edge rather than the center of the runway, facilitates 'Airborne Gliders' to land, whilst the 'Take off Glider' is being hitched.

#### 'Tow loops'

- 'Tow loops' are expected to be engaged in the glider tow release mechanism whilst still in the queue and well before moving the glider to the 'Take Off Position'

### **'The flight Marshal'**

- The flight Marshal is responsible for assisting the landing pilots to prioritize who lands first, this may depend on a number of factors and landing pilots often assist in determining the order.
- The flight Marshal is also the main 'Observer for full size aircraft' as is the requirement in our club rules.
- The flight Marshal is NOT expected to assist with hitching up gliders.

### **'Landing in the Center of the Runway'**

- The landing glider pilot should always aim to land in the center of the runway, the practice of landing at ones feet is to be avoided, this is not the occasion to exhibit ones superior fling skills.

### **'Sports Fliers'**

- 'Sports Fliers' are permitted to use our facility during 'Aerotowing Operations', however there are several important requirements.

- a) The Sports Flier must remain within the pilots box obtaining permission from the flight marshal for take off and landing.
- b) The Sports Flier needs to not only to be in possession of the required proficiency level but also be experienced and able to operate under pressure and not cause unnecessary complications or unsafe occurrences.
- c) During aerotow operations, operating sports models is only permitted from the main runway with the pilot remaining inside the pilots box for the duration of the flight.

### **'Aerotowing Clinic'**

- We have run 'Aerotowing Clinics' a good number of years ago and if there is enough interest from the membership or other clubs, then we may run another secession in the coming spring.

D.Malcalm 31/7/2018

## **Club Safety Notes**

## **VARMS Committee**

### **SAFETY - Flying during slashing and mowing operations**

All flying will cease when the runway is being mowed.

When slashing or mowing is going on in other areas flying is ONLY permitted AFTER talking to the person doing the mowing or slashing and then ONLY with their agreement.

Aircraft will NEVER be flown above or within 50m of the person on the mower or tractor.

- It's not possible to give advance notice when mowing and slashing will be done.
- If there's mowing and slashing going on and you have to stop flying for a while then we ask for your patience and co-operation.
- Our volunteer mowing crew do an outstanding job year in year out keeping our field in great condition.
- The least we can do is to help them do their job and to keep them safe.



## **Safety - Flying boundaries**

This a courtesy reminder that our flying boundaries are as follows:

- No flying above car parks
- No flying above the pits and flight box areas
- No flying above public viewing areas
- No flying north of the northern fence
- No glider shall be flown east of the eastern fence line
- Powered aircraft are not to operate east of the runway
- There are no flight limitations to the south or west

*Thanks in advance for keeping our flying safe*

## **Incidence Reports**

Incident forms need to be filled out when there is damage to property, injury to persons and any incident/flyaway that ends up outside our site boundary occurs. Forms should be filled out and put in the mail box' in order to keep the committee informed in the event that you need our support. It is also necessary to inform the appropriate authorities such as the police in the event of property damage or personal injury.

## **VARMS Committee**

## VARMS Level 2 Thermal Duration Task

This task is designed for you to fly with only a timer and no other assistance.

1. Launch glider to approximately 100 metres altitude using bungee, winch or electric motor. If using electric launch, then switch off motor.
2. A stopwatch is then started by an adult observer. Fly for 10 minutes. No restarting of the motor is allowed and the use of a variometer is not allowed.
3. After 10 minutes, land within 30 sec. The nose of the model must finish within a rectangle 15x4 metres. The 15 m dimension is in line with the wind direction. The VARMS landing ropes are easiest to use for this.
4. The task is to be completed on 2 different dates. Any number of attempts can be made to achieve the task. 1, 2 and 3 must all be achieved in the same flight.
5. Complete this form and send it to the VARMS secretary for recording.

----- ✂  
**Address : PO Box 4096 Knox City 3152**

<b>Pilot's Name and address</b>	
<b>Date</b>	<b>Observer's Name and signature</b>
<b>Date</b>	<b>Observer's Name and signature</b>

Please send articles & photos for publication to  
[editor@VARMS.org.au](mailto:editor@VARMS.org.au)  
Deadline first Friday of the month

**VARMS MEMBERSHIP APPLICATION**

**Financial Year 18 / 19**

Circle & Complete ONE of the following, RENEWAL, RE-JOINING or NEW, then SIGN and DATE application.

RENEWAL – If you are sure you current membership is correct, fill in...1, 3, 7, 8, if not sure...1, 2, 3, 5, 7, 8

RE-JOINING – lapsed membership greater than 12 months, complete 1, 2, 3, 4, 5, 7, 8

NEW - membership, complete 1, 2, 3, 4, 5, 6, 7, 8

**1. Name** .....  
Surname First name Second name

Preferred **Christian Name** on **Membership Name Badge** .....

**2. Address** .....  
Number Street/Road Suburb / City / Town Post Code

**Home Ph** ..... **Mobile**..... **MAAA No** .....

**e mail** ..... **Date of Birth** .....

**3. In an emergency Contact Name** ..... **Phone** .....

**4.** New membership or lapsed member wishing to re-join must nominate a current financial member to endorse application for consideration by the committee.

**Nominating Member** ..... **Phone** .....

**5. Circle your MAAA category and rating.** **Glider** - None / Bronze / Silver / Gold / Instructor

**Power** - None / Bronze / Silver / Gold / Instructor **Helicopter** - None / Bronze / Silver / Gold / Instructor

**6.** If you are not a holder of a glider, power or helicopter bronze wing you must have a “buddy” with you at all times when you are flying to assist and maintain safe flying. A nominated buddy must be a current VARMS member and holder of minimum bronze wing in the relevant category.

**Buddy Name** ..... **Signature** ..... **Date** .....

**7. Circle method of payment** EFT, CHQ or Cash **Total payable to VARMS \$** .....

If insured via another club provide **Club name** ..... **Insurance Rec No** .....

**8.** New or re-joining members agree to a probationary period of 12 months prior to full membership. Members agree to abide by the Constitution, Club Rules, Field Rules and any Operating Disciplines of the Victorian Association of Radio Model Soaring Inc. in force during their time of membership. The information provided is true and correct and it is understood that failure to comply with these rules may result in expulsion from the club.

**Applicants Signature** ..... **Date** .....

To Fly & be fully insured you must lodge a fully completed membership form & the required payment.

# INFORMATION TO COMPLETE MEMBERSHIP APPLICATION

PAGE 2

## MEMBERSHIP FEES

**Full year 1 July – 30 June, Half year 1 Jan – 30 June, for new members only.**

Joining Fee applies to lapsed, re-joining or new members, juniors are excluded	Joining fee = \$ 50.00
MAAA insured via VARMS full year, <b>Senior:</b>	VARMS \$100 + VMAA Ins \$114 = \$ 214.00
MAAA insured via VARMS full year, <b>Junior or FT student:</b>	VARMS \$25 + VMAA ins \$57 = \$ 82.00
MAAA insured for full year via another club, <b>Senior:</b>	VARMS \$100 = \$ 100.00
MAAA insured for full year via another club, <b>Junior or FT student:</b>	VARMS \$25 = \$ 25.00
MAAA insured via VARMS half Year, <b>Senior:</b>	VARMS \$45 + VMAA ins \$62 = \$ 107.00
MAAA insured via VARMS half Year, <b>Junior or FT student:</b>	VARMS \$12.50 + VMAA ins \$ 28.50 = \$ 41.00
MAAA insured for half year via another club, <b>Senior:</b>	VARMS \$50 = \$ 50.00
MAAA insured for half year via another club, <b>Junior or FT student:</b>	VARMS \$12.50 = \$ 12.50
MAAA insured via VARMS, <b>life or honorary:</b>	VMAA Ins \$ 114 = \$ 114.00

## PAYMENT

E mail completed Membership Application to, [treasurer@varms.org.au](mailto:treasurer@varms.org.au), or

Post to **The Treasurer, VARMS Inc., P.O. Box 4096, Knox City Centre, Vic. 3152**

Payment can be made by EFT, CHQ or Cash.

For EFT payments use BSB 633 000, Account No 158421362, include name and MAAA No as reference.

Make cheques Payable to VARMS.

## INSURANCE

If insured through another club, VARMS membership card will not be issued until MAAA have received payment from the club.

Insurance through VARMS eliminates this issue.

## MEMBERSHIP INFORMATION

1. VMAA/MAAA insurance policy provides all members with public liability cover and includes personal accident cover for members aged 10 to 90 years.
2. A full time student is defined as 18 to 25 years as at 1<sup>st</sup> July of the current year and attending a secondary or tertiary institution on a full time basis. Proof of attendance is required.
3. Junior membership is intended for those under the age of 18 years at the 1<sup>st</sup> July of the current year.
4. You may be asked to provide a copy of your wings certificates and/or your MAAA affiliate card to confirm your claimed wings.

# VARMS clothing order form

Lew Rodman

	Colour	XS	S	M	L	XL	2XL	3XL	Total		
		48	62	65	68	71	74	77			
	<b>Royal</b> <b>\$72.50</b>										
<b>JK01 Stadium Jacket</b>		<b>Embroidered VARMS logo left chest</b>									
	Colour	S	M	L	XL	2XL	3XL	4XL	5XL	7XL	Total
		62.5	65	67.5	70	72.5	75	77.5	80	85	
	<b>Navy</b> <b>\$72.50</b>										
<b>JB Flying Jacket</b>		<b>Embroidered VARMS logo left chest</b>									
	Colour	S	M	L	XL	2XL	3XL	4XL	5XL	Total	
		57.5	60	62.5	65	67.5	70	72.5	75		
	<b>Royal</b> <b>\$39.05</b>										
<b>JB 1/2 zip Polar Fleece</b>		<b>Embroidered VARMS logo left chest</b>									
	Colour	S	M	L	XL	2XL	3XL	4XL	5XL	Total	
		55	57.5	60	62.5	65	67.5	70	72.5		
	<b>Navy</b> <b>\$40.15</b>										
<b>JB Crew Fleecy</b>		<b>Embroidered VARMS logo left chest</b>									
	Colour	S	M	L	XL	2XL	3XL	4XL	5XL	7XL	Total
		53.5	56	58.5	61	63.5	66.5	70	73.5	80.5	
	<b>Royal</b> <b>\$24.20</b>										
<b>JB Polo</b>		<b>Embroidered VARMS logo left chest</b>									
	Colour	S	M	L	XL	2XL	3XL	4XL	5XL	7XL	Total
		53.5	56	58.5	61	63.5	66.5	70	73.5	80.5	
	<b>Navy</b> <b>\$26.40</b>										
<b>JB Polo with Pocket</b>		<b>Embroidered VARMS logo left chest above pocket</b>									

Note: All measurements are cm for Half Chest

Name:	
Contact details:	

**VARMS caps & beanies are also available at \$15 each**

Please send articles & photos for publication to  
[editor@VARMS.org.au](mailto:editor@VARMS.org.au)  
 Deadline the first Friday of the month.

## Training Dates

# 13<sup>th</sup> & 27<sup>th</sup> of August

VARMS Training is kindly sponsored by:

[Hyperion Australia](http://www.hyperionaustralia.com.au)



[www.hyperionaustralia.com.au](http://www.hyperionaustralia.com.au)

ph: **(03) 98870558**  
**0415412096**

## Mowing



## Roster

Field	Alan Gray Graeme Hollis Martin Hopper Robert Kassell Tim Stewart Geoff Moore	
Runway & Pits:	Zdenek Busek Ken Madill Paul Van Tongeren Alan Taylor	1st week 2nd week 3rd week 4th week
Heliport:	Geoff Moore	

Any Problems with the mowing roster, ring  
**Henry Wohlmuth**  
**9764 1921**

www.Foam-Wings.com  
waynej@aanet.com.au

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\*single taper wing up to 1500mm each.

### Standard Operating Times for VARMS Glider Field:

- \*Aerotow: **Second Saturday each month, 12.00 Noon till 5.00 pm**  
**"Glider" is any Glider, or electric glider, flown as a glider, ie. climb and glide**
- Clubrooms: **All days 7.00 am till 11.00 pm**

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

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

### The Keyboard

Members and visitors with Transmitters using frequencies other than 2.4GHZ, must insert a standard 50mm key, clearly named, into the appropriate section of the Keyboard located on field fence close to southern end of Clubroom veranda.

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Registrar	Peter Zambory	98074875	<a href="mailto:registrar@varms.org.au">registrar@varms.org.au</a>

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-modellers who were interested in building and flying radio controlled gliders. Members fly at many places, but have a home field, within the Knox Regional Sports Park (South Wantirna) some 60 metres west of the rear of the State Basketball Centre- Entrance off George Street, where Training Classes with dual controlled gliders are held every second Sunday 10-1.00pm. A calendar for training is attached to the flying field gate.

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

VARMS organizes regular competitions in both Slope and Thermal Soaring, from fun-fly, scale, open competition and self-launching (electric) gliders.

General Meetings are held on the SECOND FRIDAY of each month (except January) – at the VARMS Clubroom near State Basketball Centre (as above) and, during daylight saving time there may be limited flying allowed before Meeting starts at 8.00pm. Visitors are welcome. Formalities are usually followed by lively discussions on matters of interest to all **modellers** followed by a cup of your favourite brew.



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

