

Issue 525

October 2018

Victorian Association of Radio Model Soaring



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Cover Photo

The big event has been and gone with great success (see brief article below)

12th October
Next General Meeting

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

Deadline for the next Aspectivity 27th October 2018

Help Wanted

Dear VARMS members

Our Club Videographer Tim Morland is currently processing a great deal of video material, which I have made available to him and we have discovered that there are 3 master cassette tapes missing in the collection. It appears they were borrowed at the time Frank Smith was in charge of the video library, and were never returned.

The 3 Titles are as follows:

SCALE GLIDER SEASON 1995	GERMANY	by Arnold Hofman
"	"	"
"	"	"

If anybody can help with information to locate the tapes, please contact me on 03 97636284

e-mail<joachim@aviator@gmail.com

Best wishes and kind regards to All John Gottschalk

President's report (Rosscoe's Ramblings)

Ross Armstrong



Our future

No news on our relocation since September. We have been developing plans for a future flying site. These will be shared with members. Be assured that there will be full consultation and discussion with VARMS members well before any definite moves or commitments are made or any plans are finalised.

VARMS Child Safe Policy

The Policy is now in place. It's posted at the field and will be on the website once Webmaster Michael returns from overseas.

Vote on altering changeover times for power and glider flying at the field

Following the vote at the September meeting the changeover times remain unchanged.

VARMS 50th Birthday Display Day - Sunday 30th September

All arrangements are pretty finalised at the time of writing, I'm expecting a great day. We're still looking for members to help out with preparation on the Saturday before and activities on the day. If you'd like to contribute and make it a great day please contact Peter: pcossins@bigpond.com 0409933762

Youth High Flyers Program - Monday 24th to Friday 28th September

At the time of writing the Program is up and running and going along nicely. The 'students' are a great bunch, enthusiastic and doing well. Neil Roshier, Ron Hickman, Russ Pearce, Bruce Clapperton, Peter Cossins and all the other members involved are working very hard and doing a great job.

The field

With the better weather and the close attention of mowing crew the field is looking top notch at the moment. Any better and we could almost fill in the time with a bit of lawn bowls when it's too windy to fly. Great work guys.

Post script

Ross's ramblings are supplemented this month by Ron's Rants firstly due to the publication dates being relaxed to allow for short reports on the 50th celebrations and the High Flyers schools program. Also an unfortunate winch incident to Ross (currently recovering in hospital) has reduced his ability to make a big contribution.

On to more pleasant things, The 50th Birthday bash went very well thanks to the committee, those dragooned to help on the day, the participants putting on the displays and in particular Peter Cossins. The supporting organisations also indicated that they had had a successful day. The relevant dignitaries made speeches that gave us hope for the future and I am led to believe that they were particularly interested in the Schools program that culminated in the handing out of awards by the pollies on the day.

The schools program went very well and I am expecting a more detailed report from Neill either this month or next. Suffice to say that a number of us had a very busy week regrettably without completing an aircraft to flying status. However in the last few days we have had 2 models complete test glides very satisfactorily and hope that some more will complete the task over the next few days.

We have had recently a reasonably vigorous discussion on the areas that we are permitted to fly. CASA rules state basically that we are not allowed to fly within 30m of the public. The club rules have morphed over the years and the current rules indicate that we cannot fly north of the fence line or east of the boundary fence or east of a line drawn southwards from the east boundary fence. Members should not be offended when other members, young or old, remind them of the club boundary lines. Given the situation we are in with the proposed move it is important that we adhere to these rules so as not to jeopardise any upcoming negotiations for our relocation. The rules are currently being reviewed, and the definition of no-fly zones will be clearly reaffirmed. The rules are also being adjusted to make reference to current regulatory requirements rather than specifying individual regulations, rules or guidelines that may be outdated.

Enough of my rant, I hope, as I am sure you do, that Ross will be back in the chair fit and well shortly and that you will not have to put up with another one of my impertinent epistles.

Ron Hickman Secretary

September General Meeting minutes

Ron Hickman



Minutes of the general meeting of VARMS held at the clubrooms 14/9/2018 President Ross Armstrong in the chair

Meeting opened 0800

Members present 42

Proxies with the chair

Apologies I Slack T Morland R Barbuto Colin Smith Alan Mahew

Minutes of previous meeting

Moved Dave Pratley, Seconded John Gottschalk *That the minutes of the previous meeting as printed in Aspectivity be accepted* carried

Business arising

P Cossins gave an update on the preparations for the 50th birthday and took names from those able to assist

Motions for discussion

Moved Danny Malcman Seconded Lou Rodman *That the changeover time from Glider to Power and vice versa be changed from 1200 to 1300 except when aerotow occurs on a Saturday when the changeover time to aerotow be 1200* Motion lost

Moved John Gottschalk Seconded Robert Kassel *that the Child Safe Policy as printed in Aug Aspectivity be adopted as Club Policy* Carried

Proceedings suspended for presentation by Les Marton on the Concorde

Les Marton gave a very interesting presentation on the development and operation of the Concorde

Meeting Resumed 9.20pm

Correspondence in

Danny	re moving to police paddocks
Peter Zambory	re membership identity and discipline
LSF	re postal competition
KCC	contract meeting minutes
Soaring Emus	re west wyalong
Wild glide	re postal comp
Police Airwing	re incursion
Wingspan	re 2018 edition
Alan Tudge	re August update
A Peate	re RRR Layout
Deiter Prussner	re 50 th birthday inc DVD
Institute of drone technology	re drone training

Correspondence out

Darren Pearce	re RRR
Lisa Cooper	re RRR
Nicole Seymour	re RRR
Tony Holland	re RRR
KCC	re drone training
Police airwing	re incursion
KCC	re RRR
KCC	re tree planting

Treasurers report

Moved - Russell Pearce Seconded - Mike Barlow that the treasurer's report be received carried

Reports

Danny reported that the last aerotow was a great success with many participants getting great lift in the early part. Col's and Sepp's Olympias maiden'd successfully with Col being aloft in excess of an hour on his maiden flight

Geoff Glover reported that training was seeing a reducing number of attendees with only 2 to 3 people turning up for the last session

Dave reported that he is running a winch this weekend that could include electric as well
Bruce indicated the next Ales comp is 22nd September and foreshadowed further upcoming comps

General Business

Ross thanked Dianne for installing the long awaited door closer

Ross thanked Danny for his efforts in solving the mice problem

Ron reported on possible RRR relocation – can locate all facilities in Knox but the proposal requires permission to fly over Casey. KCC are negotiating on our behalf.

Lou has hats and cloth badges and a windcheater for sale

... gave update on school holiday training program. Dave Pratley's donation of extra batteries for the program was greatly appreciated.

Meeting Closed 9.35

R.Hickman Secretary

Next month there will be two guest speakers.

Ms. Toni Axon – Toni has been very active in many areas of aeromodelling for over 50 years. In 2017 Toni was made a life member of the MAAA in recognition of her contributions and achievements.

Mr. Peter Raphael – Peter has built his own full size sailplane, a Maupin Woodstock. He also flies a Thor BJ-1B Duster plus another American designed homebuilt a Hall Cherokee. Since there are three Woodstock models under construction in the club and if you have any questions this might be a good opportunity to get some detailed information.

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

Fun Slope Day at Mount Hollowback Sunday the 28th of October

VARMS will be holding a FUN slope day on the above date. Ian Slack will have a range of models available for club members who have not been slope soaring before to try.

Please remember to bring a range of clothing as it can be quite chilly standing in the wind.

Also please remember to respect the farmer's property and close the gates behind you.

Ian can be contacted on 0417 551 352.

Flying Event Calendar			
Name	Date/s	Location	Further Info
General Meeting	12/10/18	VARMS Cubrooms	VARMS.org.au
Aerotow	13/10/18	VARMS Glider Field	VARMS.org.au
VARMS Training	7/10/18	VARMS Glider Field	VARMS.org.au
ALES	20/10/18	VARMS Glider Field	VARMS.org.au
VARMS Training	21/10/18	VARMS Glider Field	VARMS.org.au
Fun Slope Day	28/10/18	Mount Hollowback	Ian Slack
Next General Meeting	9/11/18	VARMS Cubrooms	VARMS.org.au
NAAS Mammoth Fly-in	2 to 4/11/18	see below	www.naas.org.au
Soaring Emues	23 to 26/11/18	see below	
Committee Meeting	26/11/2018	VARMS Clubrooms	VARMS.org.au



The Soaring Emues invite all glider guiders to an LSF Flying objectives weekend at Adrian Briant Field West Wyalong

Date 23 - 26 November 2018

All Electric gliders and soaring gliders. Vintage, Woodies and moulded all welcome.

Contests will be run over the weekend using a very easy format. Contest flying between 10am and 4PM. No rounds just fly when you get the urge. Three flights for the contest. General flying at any time.

A contest flight can be converted to an LSF objective flight at any time. Once converted the contest flight is lost but the time continues.

Gliders without glide path control have a 2 minute grace time after the max. Vintage and woodies will have a 6 minute max. for both model classes.

All Electric models will be ALES format. 30second/ 200M / 10minute format. 600 point max including motor run.

Visit to the VARMS field by Knox nursing home residents Ross Armstrong

Around 35 residents from a Knox nursing home and their carers visited the field in June. The visit was organised by Col Collyer through a friend who works at the home. Our visitors enjoyed an outing in the fresh air and afternoon tea and were nicely entertained by some pretty good flying. There was lots of chatting between visitors and members and a few of the residents were very savvy about aviation and aeromodelling.

Everyone had a good afternoon and thought it was very worthwhile.

Many thanks to Col for organising the visit and the many members who helped out on the day.



Woody Competition 2nd September Bruce Clapperton

Woody Glider Competition Sunday 2nd of September 2018

Well it was Fathers' day and the forecast was for showers, but what the heck, it wasn't blowing a gale so I re-scheduled the wooden glider competition for Sunday 2nd of September. Hmm, probably should have told all those other non-winch users that this was very low key and would not really stop anyone else flying with only two winches out. Oh well, maybe they were all having brunch with their dads or kids, or grandkids, or whatever. Anyway, plenty of people turned up to have a go at the actual event which was great. We managed to get the first round 2 minute flight in before the heavens opened for the first shower of the day. After a brief stoppage we resumed flying and attempted the 4, 6, 8 and 10 minute flights. (Rules as per VMAA trophy if anyone is interested). Only weak thermals were there for the hunting, so it was quite difficult to get the times. Thomas managed a 5.58 on his 6 minute task – well done – and Sepp managed to get the longest flight of 6.26 on his 8 minute task. Andrew Battersby struggled to get his RES Dart flying wing up the line. It would be great to see this model up in the air to see how it performs next time.

Place	Pilot	Aircraft	Total Score
1	Colin Collyer	Bird of Time	1335
2	Bruce Clapperton	Apollo	1040
3	Thomas Rawlings	Bird of Time	1001
4	Sepp Kirschenhuber	Albatross (?)	996
5	Ian Slack	Albatross	981
6	Mick Barlow	??? Ask Colin.	968
7	Tom Tan	Prelude	238
8	Andrew Battersby	RES Dart	223



Mick on final



Three blokes having fun



The RES Dart and the other thing



The Winner

Items wanted
 Bird of Time – Flyable if possible
 Please contact Mick Barlow 0411 784 457

Short Report on the 50th Birthday

Russ Pearce

This is just a brief report of my impressions of the event which I enjoyed greatly. Many thanks to the hard working organisers for their planning and their efforts on the day as well as those supporters such as the Scouts with the sausages in a bun and the many others.

The high points for me were seeing the vast array of models representing how diverse our Hobby/sport is and the excellent demonstrations of the various aspects of flying. The following photos are my attempt to show the vast spread of the display.



I feel that we managed to showcase aeromodelling very successfully not just to the visiting politician, the Federal Member for Aston, Mr. Alan Tudge and the Mayor of Knox John Mortimer, but also the general public. An old workmate of mine, Mike Roberg, was riding along the bike track with his wife, saw the banner tow, and dropped in to see what the fuss was about. Like myself Mike is retired however he flies his own light aircraft, and was very impressed with what he saw. His wife Alana suggested that model aircraft might be a better pastime than the very occasional flight out of Tyabb.

A couple of key moments for me were the double aero-tow and the presentation of the achievement award by Reeve Marsh the President of the VMAA.



There will be a proper report in the next Aspectivity but these are just my impressions. Russ Pearce

Hi Flyers Schools project

Russ Pearce

Like the above this is not the official report; just my notes as this project draws to the conclusion of its' first stage.

At this point of time (Saturday the 6th of October) there are four models completed to the stage of test gliding and had their preliminary flights; all of which have shown to be pretty promising. When you consider that none of the students had ever built anything before, or even used a Stanley knife, this is an impressive result.

We have learned a lot and can think of numerous improvements, but all in all this is looking like a very successful project (however tiring it has been for us old guys).

The participants are very quick learners and generally run rings around us senior persons when it comes to the programming and electronics side of things.

Although serious exams are looming shortly, I hope that the students will find the time to continue with their training and will continue with the sport into the future.

Most of the parents are also keen and a couple have expressed their wish to do the flying training as well.

At the 50th birthday celebrations Alan Tudge and John Mortimer presented achievement awards to the students and they are shown together in the following group photograph.



Alan Tudge is on the right holding the discuss glider (four of which were given as prizes to the students) while John Mortimer is in the middle with the check shirt. When the official report comes out I am sure we will have better photographs than mine.

Russ Pearce



ALES 22nd September 2018

A great turnout of 18 pilots rolled up at VARMS for the first ALES of the season. The promise of sunshine, the odd thermal and a lack of killer Westerly winds brought out the masses for a bit of friendly competition. Mind you, the wind was a good 7 or 8 knots so a bit hairy at times. Unfortunately, Tom Tan had a mishap and broke his fuz on a test flight, however this left him able to fill the position of chief assistant contest director. This meant I could get ready to fly with a bit more time than usual – Thanks Tom. Newcomer (to VARMS ALES at least) John Quigley came from afar in the hope of ticking off the requirements for his next LSF level. However, he had to retire early after an unfortunate pilot plane interaction on landing. Kevin Fryer showed us how it was done with one of the Build'n'Fly models over the first two rounds until a ground loop broke one of the wings. I'm interested to see how these planes go in the timed motor run comp I'm running later in the year. In the end it proved once again too hard to beat the reigning champion David Pratley and his Maxa – well done Dave.

Next ALES is Saturday 20th of October. Then there is the RCGA F5J event at VARMS is Sunday 9th of December after Training.

Also, I'm running a competition for 2 meter electric models on Sunday 25th of November after Training. This competition does not require a height limiter. Motor run time will be recorded and deducted from flight time. So, if you have never been in a competition before, this would be a great opportunity to put your toe in the water and have a go. (see the following supplementary schedule for more details of upcoming competitions)

ALES - Overall Results

[VARMS 9/22/2018]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	PRATLEY, David	6000.0	100.00	6000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
2	MAYHEW, Alan	5869.5	97.83	5869.5	947.1	1000.0	1000.0	1000.0	922.4	1000.0
3	CLAPPERTON, Bruce	5262.6	87.71	5262.6	1000.0	1000.0	896.7	615.1	1000.0	750.8
4	GREENWOOD, John	5253.0	87.55	5253.0	991.2	1000.0	902.7	876.2	745.3	737.6
5	MALCMAN, Danny	5021.2	83.69	5021.2	590.4	709.5	962.8	933.6	913.0	911.9
6	PEATE, Anthony	4953.6	82.56	4953.6	660.8	763.0	868.2	728.0	942.7	990.9
7	WILSON, Bob	4847.4	80.79	4847.4	634.8	292.0	983.1	1000.0	937.5	1000.0
8	ALLEN, Andrew	4840.3	80.67	4840.3	757.7	770.6	902.7	585.8	844.7	978.8
9	BUSEK, Zdenek	4756.0	79.27	4756.0	665.3	810.4	1000.0	594.1	786.5	899.7
10	COLLYER, Colin	4372.8	72.88	4372.8	625.5	633.0	662.6	808.1	1000.0	643.6
11	ARMSTRONG, Ross	4153.7	69.23	4153.7	616.7	796.5	0.0	1000.0	937.5	803.0
12	PEARCE, Russ	4145.3	69.09	4145.3	559.5	531.8	881.5	845.0	859.4	468.1
13	MURRAY, Nigel	3831.4	63.86	3831.4	423.2	884.4	610.9	640.2	708.3	564.4
14	FRYER, Kevin	1902.7	31.71	1902.7	1000.0	902.7	0.0	0.0	0.0	0.0
15	BATTERSBY, Andrew	1011.0	16.85	1011.0	392.5	618.5	0.0	0.0	0.0	0.0
16	BRADFORD, Ross	862.7	14.38	862.7	561.8	300.9	0.0	0.0	0.0	0.0
17	QUIGLEY, John	589.6	9.83	589.6	589.6	0.0	0.0	0.0	0.0	0.0
18	TAN, Tom	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0

VARMS Competitions 2018/2019

Here is a list of glider competitions to be held at VARMS over the 2018/2019 Season. These are intended to be pretty low key and all pilots are welcome and encouraged to have a go. For many competitors this is a chance to learn from the experts on the fine arts of finding those pesky thermals, flying to time and landing on the spot.

For Altitude Limited Electric Soaring (ALES) events you will need a height limiter (30 second, 100 meters) or a competition altimeter programd for ALES. Any electric model can be used. For the F5J event scheduled for December you will need an Altimeter programd for F5J. These gadgets are available from David Pratley at Dave's Toys/Hyperion Australia.

On the 25th of November, I'm going to try a timed motor run competition for 2 meter electric models according to the VMAA trophy rules. I'm hoping to get a good turnout of Radians, Preludes and Easy Gliders for this event. No special equipment is required however; we will need people to bring extra stop watches as both the motor run and flight time are recorded.

Leading up to the VMAA trophy in April there is an all day practice for the VMAA trophy incorporating Winch Glider and Electric gliders. It would be great if someone could volunteer to organise some other practice days for the other VMAA trophy events: Fun Fly, Bomb Drop, Helicopter, Combat, Scale Aerobatics, limbo and (perhaps not) Musical Landings. These only take about an hour to run.

Saturday 20th October 2018 ALES
Sunday 25th November 2 Meter Timed Motor Run (VMAA trophy rules)
Sunday 9th December 2018. RCGA F5J#5
Sunday 10th February 2019 ALES
Saturday 16 March 2019 ALES
Weekend 6-7th April 2019 VMAA trophy Weekend (Venue: Darraweit Guim)
Sunday 24th of March 2019 VMAA Practice Winch Glider (morning)/Electric Glider(afternoon)
Saturday 27th of April 2019 ALES
Sunday 2nd June 2019 ALES

RCGA RESULTS

Jim Houdalakis

COMBINED WINCH AND ELECTRIC OPEN THERMAL COMPETITION DIGGERS REST 16TH SEPT 2018

Here are the results for the first round of open thermal for our season, and our first go at combining electric launch and winch launch gliders, with some work-in-progress rules to try out. I was worried we wouldn't have enough flyers to get a good mix, but we had 11 starters, with 6 on winches and 5 using motorised gliders.

They say Melbourne weather is four seasons in one day, well Sunday's event was four seasons in one comp. We setup with blue skies and about 15 kph wind, about an hour in, it got cold and overcast and then started sporadic but brief showers getting more frequent so we called an early lunch. Mid-afternoon the wind began to abate with the sun peeking through the clouds again, and some floaty air and soft conditions, and then the lift strengthening as the clouds shrank and the day warmed up.

To give you an idea, I flew my Perfection ballasted to about 2.2 kg, which was enough to climb, cover sky and get back from down wind, for about the first 2/3 of the day, then I flew it with the ballast out, and then finished with my light-strong Perfection (1850g)

Thanks again to Max K for hanging around all day to time, which meant we could run 2 heats per round, which sped things up. Dave Hobby paid a visit in the morning and is keen to join us, once he puts his new planes together.

Unfortunately Marcus had to leave early, so he missed the last round with a zero, and no dropped scores, was a big dent to his score.

It was good to see Zdnek at an open class comp with his homebuilt electric, managing to get some good flights in.

As for the electric launch rules, things went reasonably smoothly. I added, to the rules we came up with at the RCGA AGM, a rule regarding relauches for electrics have to be from the flight line. Grouped the electric launch flyers to one end of the flight line to avoid entanglements with winches, and with launches forward and parallel to the winch lanes while motors were running. Electric flyers had height limiters set to 200 metres and a 30 second motor run limit.

Timing was the main issue people had different views on. We had decided on the electric launch flyers timing 10:30, and subtracting 30 seconds from final time, so we ran with that, a process which several flyers thought could be improved upon, and I have some ideas on that.

Results:

1 HOUDALAKIS, Jim

2 HASKELL, Daniel

3 BLACKBURN, Hugh
 4 CARTER, Gerry
 5 WOODWARD, Don
 6 SIZER, Bernie
 7 PRATLEY, David
 8 MILWARD, Dave
 9 WILSON, Bob
 10 STENT, Marcus
 11 BUSEK, Zdenek

Jim Houdalakis

<http://www.rcga.org.au/>

RCGA Calendar 2018/19 FINAL 02092018

Date	Type	Event	Location	Contest Organiser
9/9/18		F5J#1 F5J Electric Glider	Diggers Rest	Jim Houdalakis
16/9/18	Th#1	Open Thermal Glider (Winch and Electric Launch)	Diggers Rest	Tom Dupuche
7/10/18		F5J#2 F5J State Championships - 2018	Diggers Rest	Jim Houdalakis
13-14/10/2018	Th#2	Open Thermal Glider (Winch Only)	Wentworth NSW	Darrel Blow
21/10/18		F3K#1 F3K and Free Practice Day	Diggers Rest	Marcus Stent
03-04/11/18		F5J#3 Australian F5J Trophy	Cootamundra	AEFA
11/11/18	Th#3	Open Thermal Glider (Winch and Electric Launch)	Diggers Rest	Tom Dupuche
18/11/18		F3B#1 F3B Multi Task Glider	Diggers Rest	Marcus Stent
2/12/18	Th#4	Open Thermal Glider (Winch Only)	Diggers Rest	Tom Dupuche
9/12/18		F5J#5 F5J Electric Glider	VARMS*	Jim Houdalakis
13/1/19		F3K#2 F3K World Champs Selection Trial*	Diggers Rest	Marcus Stent
20/1/19	Th#5	Open Thermal Glider (Winch and Electric Launch)	Diggers Rest	Tom Dupuche
25-28/01/2019	Th#6	F5J#6 Armidale Expo	Armidale NSW	New England Club
17/2/19	Th#7	Open Thermal Glider	Diggers Rest	Tom Dupuche
24/2/19		F5J#7 F5J Electric Glider	Diggers Rest	Jim Houdalakis
8/3/19		F5J#8 F5J Electric Glider	Milang S.A.	SSL
9-11/03/2019	Th#8	F3J Open Thermal	Milang S.A.	SSL
17/3/19		F3K#3 F3K State Championships	Diggers Rest	Marcus Stent
7/4/19		F5J#9 F5J State Championships - 2019	Diggers Rest	Jim Houdalakis
13-14/04/2019	Th#9	MFMC/Open Thermal State Champs (Winch and Electric Launch)	Horsham	RCGA Committee
28/4/18		F3K#4 F3K and Free Practice Day	Diggers Rest	Marcus Stent
19/5/19	Th#10	Open Thermal Glider	Diggers Rest	Tom Dupuche
7/6/19		F5J#10 F5J Electric Glider	Jerilderie NSW	LSF Australia
8-10/06/2019	Th#11	Thermal Glider	Jerilderie NSW	LSF Australia

* To be confirmed

Indicates 'away' events requiring overnight accommodation.

50% of events flown to count towards league result rounded up (1/1, 1/2, 2/3, 2/4, 3/5, 3/6, 4/7, 4/8, 5/9)

Soaring Achievement Program
Electric Soaring Achievement Program



LSF SAP & ESAP UPDATE

A short history. One of the first 2M models I saw was the RO8. It could do very well as an RC Hand Launch Glide or light bungee. This was the early 80s and the concept of DLG had not been devised.

There were many 2M model designs published in RCM over the years. Most of these designs were just under 2M using 2 x 36inch balsa sheets. One of the early events for 2M models started in NSW by the Shoalhaven Model Club in 1983. This event had a reasonable following and slowly grew as an annual event and in 1999 Barry Murphy proposed and donated a trophy. The Millennium Cup was born as an interclub round robin series in and around Sydney as some NSW towns. Basic specs were 2M, two function and hand tow.

This enthusiasm built up contests of about 25 to 35 approx pilots. Stronger models, age and crook knees and hand tows were becoming a problem. So a suitable winch with a retrieval line, that worked, was developed; thus saving the event for a few years using a single winch supplied by the Millennium committee.

The Millennium Cup was my stepping stone to progress through the LSF Soaring Achieve Program. The possibility of a win for LSF L5 in this event was always there. While there is always a group at the top this event had many winners.

Two aspects of Aeromodelling have inadvertently come together. Dwindling competitors due to folks moving and life, combined with good sport electric 2M models.

At the end of last year, 2017, this event has been changed to 2M, 2 function models. This seems to have rejuvenated the Millennium cup. (Early 2018)

Many in the gliding fraternity could also see the future of electric models for the LSF program. After much robust discussion on the RCGROUPS an LSF program for electric models was passed by the LSF US management.

After that 300 word introduction I would like to offer the differences between the LSF SAP that many would say is still for the purists and the LSF ESAP. It full title: LSF Electric Soaring Program.

The objectives are the same with a few minor changes for electric. These differences are a little ambiguous so the spirit of the program should be followed.

The most obvious one is what constitutes a contest and what defines a flight for the landings.

A contest is easy; Max altitude under electric power for an LSF soaring contest is 200M max or 30 seconds. All other parameters for a contest or the Thermal Duration and slope objectives for various ESAP levels are the same.

ESAP Landings are different; A flight for the landings for L1 & L2 should start at over 200M glide around for a while to attempt the landings. Logic is that a landing made in a contest is not acceptable due to the height. The interpretation is that as a contest the objective is to soar for a long time if a landing is within the required measurements for L1 or L2 then it is OK. This has been mentioned in the RC forum but not documented in the US LSF Web site.

There has been some concern that the flying process is great but the documentation ratification is off the rails. Applications and forms were lost. And this is true. Barry Burke (Sydney) and my self have had considerable correspondence in the background to discover where the problems occurred.

There is a new committee in the US (elected late 2017) and a new Australian representative, Simon Morris together with Mile O'Reilly, who have pledged to get the processes back on track. So far the new committee, Australia and US, are picking up a back log of forms. If you have sent the forms and nothing has happened then it would be wise to send duplicate copies to Simon Morris.

There are a few Australians with ESAP L1 or L2. With the interest in ALES style contests etc the ESAP self paced program can add meaning to a day's flying. IE thermal flights or landings.

F5J has also become popular and has landing bonus so ESAP is a way of improving landings.

Hints for new starters and update for others who may like to pick up where they left off. Just do it! But do not send any correspondence direct to the US or send any money. At this time send forms to Simon Morris whose email address is on the LSF Australia web site. Keep a copy of all forms before sending.

For new comers it is no longer necessary for an Aspirant Form to be filled in prior to starting the program. A big step forward and a reduction of red tape.

<http://www.lsfaustralia.org.au/> This is the LSF Australia home page and for more information there is a link to the LSF US web site. On the US web site there is a section for clarification of rules. This is worth reviewing.

Some forms have some misleading information regarding contests. An example for L2 in either program, six contests minimum are required only! These contests do not need to be consecutive. In the process of getting six contests any contest could be a bad day with not many points. Simply drop that contest.

Down load a form from the Australian web site and start. Just make a start. Do not be daunted by the advance levels. As you achieve one level the next level becomes easier. When the system was devised L5 seemed impossible. Time has shown L5 is not insurmountable having done the 8 Hour slope. Some planning makes it easy.

Cheers John Quigley LSF SAP L4 and ESAP L1

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

Pilot's Name and address	
Date	Observer's Name and signature
Date	Observer's Name and signature

Please send articles & photos for publication to
editor@VARMS.org.au
Deadline last Friday of the month

VARMS clothing order form

Low Rodman

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

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
 Deadline the last Friday of the month.

Training Dates

7th & 21st of October

VARMS Training is kindly sponsored by:

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



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

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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, i.e. 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 Ross Armstrong or Ron Hickman.

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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President	Ross Armstrong	0417 536 389	president@varms.org.au
Vice President	Keith Schneider	0414 294 280	vp@varms.org.au
Site Liaison	Max Haysom	9801 3899	
Secretary	Ron Hickman		secretary@varms.org.au
Treasurer	David Milne	0417 835 766	treasurer@varms.org.au
Contest Director	Alan Mayhew	0412 994 213	cd@varms.org.au
Editor	Russ Pearce	0432 663 429	editor@varms.org.au
Ordinary Member	Mike Barlow		ordinary@varms.org.au
Membership Secretary	Geoff Glover	9807 5623	membership@varms.org.au
Heli Group Rep	Geoff Moore	9802 2044	heli@varms.org.au
Sports Power Rep	Graham Sullivan	95297095	power@varms.org.au
Asset Manager	Bruce Perry		asset@varms.org.au
Webmaster	Michael Best		web_master@varms.org.au
Registrar	Peter Zambory	98074875	registrar@varms.org.au

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

