

Issue 526

November 2018

Victorian Association of Radio Model Soaring



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Cover Photo

The hive of activity during the intense week of building and flying for the High Flyers group (see article below)

9th November
Next General Meeting

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

Deadline for the next Aspectivity 29th November 2018

Club Business

President's report

Ron Hickman standing in for Ross Armstrong



Hi all, in the absence of Ross's ramblings Russ has requested a second addition of Ron's rants. Hopefully this will be the last time you have to put up with my impertinence as our beloved leader indicated in a phone call tonight (Mon 29th) he should be able to start attending meetings shortly, however he still has 4 weeks of bone knitting to go before he will be able to have us under the thumb again.

You will be aware of the temp rules for winch operation circulated to all members, and that a committee comprising Alan Mahew, Ian Slack and Dave Pratley has been formed to review winch operations and to come up with recommendations to minimise the possibility of accidents in the future. I have spoken with the members of the committee and are aware that they have the matter underway.

Some of you may have heard about the CASA height exemption situation. To cut a long story short CASA required, (I have been led to believe as a formality), that we reapply for our exemption possibly due to some administrative problem with the old system. The application has been sent in and as I have had no response, I believe we are all clear. The one thing that I have picked up anecdotally from this exercise for the future is that a height exemption for the Rowville Recreation Reserve should not present a major problem administratively.

We have heard nothing as yet on the proposal for the Rowville Recreation Reserve so I sent an email to the Mayor and relevant councilors (and council) today thanking the Mayor for his kind words of support at the 50th celebrations, mentioning that after the initial flurry of activity it seems to have all gone quiet. I received an immediate response from Councilor Nicole Seymour and she indicated that she is aware that the Committee of Management papers for the entire parklands are waiting to be signed and this may be why things have gone quiet at this point.

And now onto matters a little more personal. She who must be obeyed has commanded that I transport her northwards for a period of months starting April of next year. As such it will not be possible for me to continue as Secretary for next year as I will be absent for the next general meeting and for an indeterminate number of months thereafter. I am attempting to set up the paperwork side of things to make it relatively simple to operate. I must however take to task our previous President who got me in a weak moment some 18 months ago by saying the Secretary would only have to scribble some minutes at meetings. Shortly after I started the Knox Regional Sports Park issue exploded with all its side issues. Hopefully that is all behind us now, with the future direction basically established so the job of Secretary should revert to just taking minutes with an odd letter or two. If you are interested in assisting the club to move forward at this very exciting time by taking on the role please let me know so that the handover can be undertaken smoothly.

Ron Hickman Secretary

October General Meeting minutes

Ron Hickman



Minutes of the general meeting of VARMS held at the clubrooms 12/10/2018 Vice President Keith Schneider in the chair

Meeting opened 0800 Members present 36

Apologies R. Armstrong John Riley R Pearce David Pratley Dave Weller

Minutes of previous meeting

Moved John Gottschalk Seconded Robert Kassell That the minutes of the previous meeting as printed in Aspectivity be accepted carried

Special report

Ron/Keith reported on Ross Armstrongs accident, the temporary rules, actions, and Ross's current health

Moved R. Hickman seconded Geoff Moore That we appoint Alan Mahew, Dave Pratley and Ian Slack to review winch operating procedures. The terms of reference to be in 2 parts: - Firstly if appropriate, formal procedures for inclusion in the VARMS SOP's, and secondly, guidelines including training recommendations for more general use. carried

Proceedings suspended for presentation by Toni Axon

Toni Axon has been in modeling for over 50 yrs. She started in control line many years ago and gets upset when people call aeromodelling a hobby as it is a recognised sport. She started out building control line scale and free flight scale and is an accredited judge for at least 3 disciplines. Toni started to learn to fly, however her sight started to fail. Toni now concentrates her efforts on her love of pylon racing and acts as an official starter throughout Australia participating in judging including world championships and wants to see more women involved in the sport. Toni been awarded life membership of the pylon assoc, is a life member of the MAAA and has a substantial badge collection. Toni has also participated in the last 11 Avalon airshows as a Marshall.

Correspondence in

Mens Shed	re survey
Machinery Maintenance Victoria	re titebond
KCC	re tree planting
KCC	re public liability insurance
Tony Reflinski	re ratings
Peter Pine	re raffle

Correspondence out

KCC	re tree planting
KCC	re RRR proposal
KCC	re public liability insurance
MAAA	re Ross's accident report

Treasurers report

Moved R Kassel Seconded John Gottschalk that the treasurers report be received carried

General Business

Bruce Clapperton reported on the last ALES comp and advised of a number of upcoming events and comps on the calendar. The club has purchased a number of stopwatches to assist with the running of these comps.

Danny reported on the aerotow for tomorrow looking good

Geoff Hearn indicated that he would be running the fun event he ran earlier this year immediately prior to the general meeting. The event is to start at 6pm.

Ron Hickman commented on the VMAA status with the impending height limit by CASA, Our exemption has been provided to the VMAA. Ron also commented on the flying boundaries and the 1000 AGL height limit indicating it was important to strictly observe these boundaries so as not to jeopardise current relocation negotiations

Neil Rosheir gave a report on the recent schools group activities, 10 membership forms have been filled in and we had 6 or 7 of the students turn up for training last Sunday. Feedback from parents was excellent and the local member positive. The models will need finishing and reinforcing in some areas, Neil used approx. a kilo of epoxy during the program but will need extra help should we run another.

Proceedings suspended for presentation by Peter Raphael

Peter Raphael gave a presentation talk on his Woodstock Glider. He started in control line many years ago but was encouraged into gliding. He took 8yrs to build his Woodstock which is the first fully certified home built glider. Peter showed members the build photos, built upside down in shed with 2mm ply on fuz and 1.5mm ply on the wings. Given the fixed tailplane he showed the ingenious side load method used to overcome trailer width restrictions. Peter's slideshow also included photos of other Woodstock gliders in Australia and in other parts of the world. His glider currently has some 500 operational hours on it and is lovely to fly. He also explained the reason behind the odd canopy shape.

Peter also showed a miniature model of his glider that he took with him to fly at the birthplace of gliding in Germany

Meeting Closed 9.20pm

R.Hickman Secretary

The next General Meeting of the Victorian Association of Radio Model Soaring will be held at the clubrooms George St Wantirna South on Friday the 9th of November 2018

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

Garage Sale

in the VARMS Clubrooms

Saturday the 17th of November

The collection of the late Keith Hearn

This collection includes

1. an extensive balsa supply (sheet, strip and block)
2. Tissue stock; 500-1000 sheets (only colour Red)
3. Lots of plans, Free flight, Power, Rubber and some Glider
4. A number of petrol engines (i.e., Zenoath)
5. Various balsa kits; rubber power, etc.
6. A selection of flying models; Rubber powered, Radio control power, a selection of glider part airframes, a small balsa constructed yacht and a fibreglass hulled power boat with a glow plug engine.

Come on the day and make an offer on the items you wish to procure. I am sure your offer will be graciously accepted.

All Proceeds are to be donated to VARMS.

Geoff Hearn

Events and competitions

Flying Event Calendar			
Name	Date/s	Location	Further Info
NAAS Mammoth Fly-in	2 to 4/11/18	see below	www.naas.org.au
Australian F5J Trophy	3-4/11/18	Cootamundra	AEFA
Annual Scale Aerotow	6/11/18	P&DARC's	P&DARC's
	9/11/18	VARMS Glider Field	Geoff Hearn
General Meeting	9/11/18	VARMS Cubrooms	VARMS.org.au
VARMS Training	11/11/18	VARMS Glider Field	VARMS.org.au
Open Thermal Glider	11/11/18	Diggers Rest	Tom Dupuche
F3B Multi Task Glider	18/11/18	Diggers Rest	Marcus Stent
VARMS Training	21/10/18	VARMS Glider Field	VARMS.org.au
Soaring Emues	23 to 26/11/18	see below	
Scale Aerotow	24/11/18	VARMS Glider Field	VARMS.org.au
VARMS Training	25/11/18	VARMS Glider Field	VARMS.org.au
2 meter VMAA Trophy	25/11/2018	VARMS Glider Field	VARMS.org.au
Committee Meeting	26/11/2018	VARMS Clubrooms	VARMS.org.au
Next General Meeting	14/12/18	VARMS Cubrooms	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.

Glider 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.

For further details check with Danny Malcman

Further and future Competitions

Bruce Clapperton

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 next year 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.

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

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

News and Articles

Hi Flyers Schools project

Neil Roshier

You never really know how much you are going to learn about doing something until you have actually done it; be it childbirth, flying the Concorde ... or running a VARMS youth group during the school holidays!

Since this is Aspectivity and I've only done the latter of the three examples above, that's what I'll talk about: The High Flyer Program.

If you're not familiar with the High Flyer program (I'm aware that not all VARMS members may know about it), we had 12 high school students aged between 13-17 years of age come to the VARMS clubrooms to make their own two meter, electric powered glider. Whilst they were making their gliders, they were trained to fly and they joined, as full VARMS members.

Roughly, eight months of work went into developing the project prior to it running, which involved contacting all of the secondary schools in the Knox region, designing and testing the three different models and purchasing the materials etc.

Following all of this effort, the High Flyer program officially ran during the first week of the September school holidays. Each of the 12 participants paid \$250 to participate, with VARMS covering the difference. The principle protagonists getting this program running were Ron Hickman, Russ Pearce, Bruce Clapperton, Ross Armstrong and myself, ably assisted by other VARMS members too numerous to mention. Now sufficient time has passed that we have all been able to ponder and review what we have learned about running such a group and here are some of our thoughts.

Goals

I'm always wary talking about goals, as it can all seem a bit abstract and sleep-inducing, but the basic goals of the High Flyer program were quite simple. What we wanted to achieve first and foremost was 12 new junior VARMS members! All equipped with a good flying glider that they had made from scratch and radio equipment and reliable components that would meet their needs for the next few years. These members would strengthen the club as well as address some of the concerns expressed by the Knox Council about VARMS' demographics.

We also hoped that the High Flyer program would align well with the Science, Technology, Engineering and Mathematics (STEM) curriculum promoted by the various governments at the moment. There is enormous potential for our juniors to learn practical applications of their school learning through a hobby/sport like ours. There is also the potential for a longer-term benefit for the juniors with Universities talking about looking at a selection process for courses like engineering that includes more than simple year 12 test scores. It also means that there is relevance to our sport beyond simply enjoying a great activity!

There is more depth to the goals area, but this is enough for this article as it all gets a bit waffly, however on review I think we pretty much nailed it. The reason for doing the High Flyer program is sound, but then I am a bit biased!

Running the High Flyer program

All of the participants turned up on time on the first day and the group progressed at a rapid pace. The participants and instructors all learned (and occasionally made it up) as we went along. Naturally, there was variety of skills and abilities amongst the group, but the age and year level of the participant was not a good indicator of the abilities of the individual. I think it's fair to say that at the end of the day we were all a bit wiser about what was involved and we were also really ready for an early night's rest!

This first day had shown us a number of things that were to hold true through the whole program: first was that we had a good group of motivated juniors. They were interested, cooperated well with each other, asked questions,

worked quite independently and all of the participants only needed to be told an answer and shown how to do something once.

The first day also showed that we were more needed for some things than we expected, such as showing some of the finer aspects of tool-use in cutting, shaping and gluing some of the materials used. Yes, you really cannot use scissors to cut balsa, you turn a screwdriver clockwise to put in a screw and a knife has one sharp edge that goes against the wood!

There are at least two things at play here: The first is the possibly unrealistic, golden glow of memories of yesteryear, 'when I was young....' Obviously, it is a very, very long time since I started in this hobby and I probably made many of the same errors that some of the High Flyers did. Indeed I can still recall my father getting annoyed when I cut out something from the middle of the sheet of balsa! So the fact that some of these beginner's mistakes occurred should not be surprising at all.

The second thing at play is the change in youth past-times and the skills that develop from these activities: when I asked, nearly all of the High Flyers do not have access to sharp wood-working tools at school and different forms of engineering, in a practical construction sense, are not part of the school curriculum. At the same time we were asked questions about the programming language of the Taranis transmitters and a couple of the participants got ahead of us in this area!

For us instructors, covering some of the basics and providing extra assistance ate into the amount of time that we each had to share amongst the participants. Originally we had planned for a one to two ratio of adults to High Flyers and prior to the group starting we had enough VARMS members volunteer to reach that ratio. However by the time the group started this had dwindled for a variety of reasons. The actual ratio of adults to High Flyers varied through the different days, with a number of club members dropping in and helping. To those of you that did, thank you, your help was much appreciated. That said I think we would have been much better served keeping the one to two ratio, as it would have allowed for better instruction and learning, as well as reducing time-loss when one High Flyer was waiting his/her turn for help/instruction. This was the case with covering; what I thought would be a 15 minute exercise took some of the High Flyers far longer and since it was not essential it was half a day lost.

The learning continued with the actual models themselves. Those that have flown have shown all of the good flying characteristics of the test models, but they are proving more fragile than we'd hoped. This is in part due to the construction, as the CNC cut plywood boxes were often constructed with larger glue joint gaps than an experienced constructor would tolerate with CA glue – again very much a beginner's error. This one aspect could have been dealt with in part via closer supervision. The next thing is the choice of the plywood itself – this was all my error. My original design used a much tougher plywood, but this proved a little troublesome to laser cut, so we swapped to a much easier and it turns out, fragile, plywood. The result is that we have had to use fibreglass to strengthen the nose of those gliders with motors in the front, otherwise a moderate impact has the glue joints failing and a broken nose on the plane. The same material change has affected the root-ribs on the foam wings and since running the group we have devised a tougher, easier to construct root rib design.

Adhesives were also problematic: the balsa sides were supposed to be glued on with 3M77 spray adhesive, we ran out due to generous use and the replacement Selley's spray adhesive was not nearly as good. Rectification has solved the issue, but it is more work in an area we thought we had well sorted.

These aspects were all to some extent under our control, what we didn't expect was a problem with the electric motors. We had tested models with different motors and then moved to the Sunnysky X2216 motors. In nearly every respect they are a very good motor, drawing around 23 Amps on an 11 x 7 propeller, they will take a glider up at a 60 degree angle for as long as you want! The only problem is that all of the motors used so far have broken their shafts at the same spot: the spring clip groove immediately prior to the motor case. I have contacted the factory in China and am organising new shafts, hopefully without the offending grooves.

Other things we have learned: The scarf joint in the balsa sides is significantly better than a butt joint and the joint should be at the front of the plane. The plywood boxes should be a tight fit in the foam and stress risers, such as notches in the tail for the stab are best avoided! The picture at the right is Ron explaining the importance of tight fitting glue joints to Jonno with Neil up to his elbows in epoxy in the background.



What did we learn about the actual mechanics of running the group?

Well more prefabrication would speed up the build process and written/pictorial/video instructions would help understanding and review – either before or after the program. There is also a considerable amount of organisation required before the start and at the end of the day. There is considerable mess and waste – rubbish bins need emptying.

Finally, the running of a group like the High Flyer program is only the start of the project. We need to continue to help the participants to get their planes finished, their training to bronze wings level and to keep them coming back to VARMS to fly. There is no doubt that we are not going to keep all of the High Flyer's long term, as some face year 12 next year, but it's also clear that many of them have real talent and aptitude. Five of them have already spoken about competing in the club's ALES competitions ... when was the last time we had a Vic state junior aeromodelling team?

Post script: The feedback from the parents has been most encouraging with many recognizing that aeromodelling is a good family activity with several of these parents asking to have a go at training for themselves. It might be interesting to see if by helping young people take up this sport we actually grow our club with people who might never have even considered that such an activity existed.

SAM 600 Oldtimers

Russ Pearce

Kevin Fryer recently drew my attention to this group who describe themselves in their own words as "SAM 600 is part of a world-wide community dedicated to building and flying Antique Model Aeroplanes" Kevin is actually the president of the Australian branch and their website is worth a visit at <http://www.sam600.com/> The US chapter is on <http://www.antiquemodeler.org/>



I have always felt a bit lost with finding my way around the maze of rules and distinctions between Texaco, Duration, Antique, Burford, etc., however these are very clearly explained and set out on one of their web pages at <http://www.sam600.com/event-summary>

One of the best things about the Australian group is their magazine called the "Thermaleer" and although there is not a direct link to this magazine on their website I have been able to find many issues with Google searches for Thermaleer or SAM 600 or both or even adding issue no.

On a couple of previous occasions down at the club field I have been asked how many models do I have. It has appeared to those enquirers that I appear to front up each time with a different model.

I have thought that perhaps it might be a good idea to put pen to paper details of my fleet of foamies, covering such things as model manufacturer, aircraft type, general specifications, my history with the model and general comments which may provide readers with a better insight into this type of model.

Before I undertake this course I feel it necessary to explain the reasoning behind purchasing and operating these type of models.

Firstly as I have grown older I have felt the need that my models should cover a number of basic requirements; i.e., based on full size examples; no need for external launching such as bungee or winch; must be electric powered; able to be transported "rigged" in my sedan motor vehicle and have reasonable airborne performance.

I might add that I still have my gliders made from conventional materials such as balsa and light ply with heat shrink covering, but my workbench is now buried under a mountain of stuff which makes it impossible to construct conventional models. (the bench is back there somewhere)

In addition I still have a number of large scale models, but my energy levels are lacking when it comes to rigging and flying them. I hope in future that this will change and these models will get the airtime they deserve.



The following is a photograph of my current fleet.



I have followed the development of foamies for many years and at the beginning I was not a fan having observed the very crude airframe finishes and less than desirable power combinations. However I hung in there, closely watching the development line which appeared to be making leaps and bounds

by way of airframe finish, scale like appearance, electric motor development, ESC development, folding prop advances and most of all battery technology. Now we have batteries that are no longer a hindrance weight wise and allow our foamies to have the capability of soaring flight.

In my twilight years I find the convenience of arriving at the club field, taking my model from the car, turning on the system and launching the model to be able to sit down and enjoy a sustained flight a most attractive proposition. (All of course subject to weather conditions) The club field and the environment allow me to enjoy an atmosphere conducive to my fun levels.

So here we go with my foamie fleet – Purchase number 1 – ST Models ASW 28



(photograph from net advertisements)

Glider type;	ASW 28 (scale example of full size)
Manufacturer;	ST Models
Length;	880 mm
Wing span;	2000 mm
Wing area;	21 dm ²
Wing Loading;	24.7 g/dm ²
Power system;	Brushless motor, 1000mh 7.4v LiPo battery
Propeller;	10x6 folding
Radio;	Model purchased RTF as advertised by the manufacturer. (Transmitter 36 MHz, receiver, battery and battery charger)

I owned and operated this model for a good many years during which time I made a number of enhancements by way of cockpit detailing, plus alterations to the flying surfaces and hinging which was far too stiff and restrictive. I also replaced the carbon fibre wing joiner with a wood dowel example which resulted in providing some dihedral and more realistic flight loads and better flight characteristics.

I have flown this model on the slope and found it a good performer. The model has since been sold in order to make way for new purchases.

Total flight time during my ownership was approximately 4 to 5 hours and my overall rating is 8 out of 10.

I might add that this model was purchased new, locally.

Model number 2



(picture from ST Models advertising)

Glider type;	Fox (scale example of full size)
Manufacturer;	ST Models
Length;	881 mm
Wing span;	1800 mm
Wing area;	23 dm ²
Flying weight;	685 g
Wing Loading;	29.7 g/dm ²
Power system;	Brushless motor, 1000mh 11.1v LiPo battery
Propeller;	10x6 folding
Radio;	4 channel 36 MHz, Transmitter and receiver, 4 micro servos
Model purchased RTF including the above plus the battery and charger.	

I owned and operated this model for a good many years. Its' purchase was swayed by this model being a scale representative of a full size aerobatic example. The model lived up to its full size aerobatic capabilities with the full gamit of maneuvers being achievable including outside loops and inverted spins. On the average to better soaring days sustained flight is easily achieved. I was never able to test its slope soaring ability during my ownership.

There were a couple of notable incidents that occurred during this models life span with me. On one occasion, when flying the model in the Gembrook area, I climbed the model to height under power and proceeded to engage in some aerobatics, but soon my attention was drawn to something departing from the model. I continued to monitor the departing object whilst still trying to fly a model that had now become a handful in its' flight envelope. With one eye on the falling part and the other on controlling the model; both arrived on terra firma within seconds of each other about one minute later. I had also noticed when the model got closer to me that there was something hanging about six inches below the nose. This turned out to be the Li-Po battery, thankfully still attached to the vital electronics. I can only

thank the Deans connection had held and will never complain again about these connections being hard to part.

The model suffered no damage at all. (lesson learnt, secure the battery into its' rightful harness) The story doesn't end here as you will remember that departed part which floated down turned out to be the canopy.

Now wanting to retrieve this item, I had noticed that it had come down in a potato crop and I was confident that I knew its' general location. After approaching the property owner, who gave me permission to look for the canopy, fellow VARMS member Frank Smith and I spent around one hour looking for it, all to no avail. The search was made more difficult by the fact that the potato crop was pretty mature and as a result had a heavy leaf foliage which virtually made it impossible to spot any item that penetrated the coverage. Over the next couple of days I made enquiries about obtaining a replacement canopy. This didn't look promising so I decided to return to the site of the incident some two weeks later. This time Frank Smith and I spent only about ten minutes before I found the errant part. (no damage and in good condition after being out in the weather for some time) Now I was able to continue flying with a complete model.

As fate would have it, Dave Prately was able to track down a new replacement canopy (thanks Dave) and I now had a spare. Some time later, after disposing of this model I became aware that a fellow club member had a Fox of the same brand and I was able to pass it on to him non gratis.

Incident number two happened when I was at Bordertown South Australia for the annual Vintage Glider rally (full size gliders) I had been flying the model for some ten minutes when suddenly it started to react spasmodically and out of my control, resulting in an out of control crash. I was puzzled by this event as I had never had this happen before.

So it was out with the other model I had taken to the event, the ST Models ASW 28 (as described previously) I launched it and was having a pleasant flight when, about ten minutes in, the model went out of control in exactly the same manner as the Fox had some half an hour previously, again resulting in a crash.

Now I had a dilemma, two different models with completely autonomous systems each with their own transmitter, receiver and battery pack. Now it became apparent that I had a problem to solve. Both were on the same frequency of the 36 MHz band. Neither model was switched on at the same time as the other. Needless to say I didn't attempt to fly these models on site again.

During the next couple of days I pondered various scenarios whilst lazing on the lawn of the gliding club clubhouse. Whilst looking out over the airfield and surrounding crops, I noticed that these crops were being irrigated by way of an above ground, self moving, sprinkler system. Some enquiries with the Bordertown Gliding Club members, who were also farmers, revealed that that these moving sprinklers were moved regularly by way of a radio signal sent out from a base station. I think I may have found the answer to my problem. These systems are known to control a number of different hardware systems, and it is my guess that a nearby system was being activated every ten minutes or so on the same frequency as my models. I cannot categorically state that this was the cause of my crashes, however I never subsequently had any problems with either model at any other site.

This model was purchased new, locally, and I managed to clock up at least two hours total flight time. Overall rating 8 out of 10.

Advertisements

VARMS clothing order form

Lew 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.

Administration

Training Dates
11th & 25th of November

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)	Glider	Power	Glider	Power	Glider	Glider	Glider
Noon-5pm (AEDST) (power)							
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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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:
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KNOX City Centre VIC 3152

