

Issue 541

April 2020

Victorian Association of Radio Model Soaring



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### Cover Photo

Alan Mayhew's New design "vintage style" gull-wing glider the Volare.  
See the article below for more details

### Wednesday at ~~VARMS~~ Field – The 3 F's night (Fly, Food, Fix)

Currently experimenting with virtual meetings; Zoom, Webex, etc. Details below

*The deadline for material to be in Aspectivity is intended to be two weeks prior to the general meetings (even though these meetings are currently on hold) and for the next month (May) it is therefore the 24<sup>th</sup> of April 2020*

## President's report

Ron Hickman



Welcome to the President's Ponderings (Ron's Rants)

Gooday to All

How things can change in a very short space of time with advice and instructions coming from left, right and centre. The committee has gone from just closing the clubrooms and cancelling all organised events as instructed by the Council to a full shutdown of the clubrooms and the field as instructed by the VMAA which has just now been further changed by the Stage 3 restrictions announced by the Victorian Government on Monday 30/3.

Unless further restrictions are put in place it is hoped that the regular maintenance of the field can continue so we can have something reasonable to come back to when the restrictions start to be eased.

In the meantime contact is being maintained with Council over the move to Rowville. Unfortunately there have been objections to the existing plan based on major flood zone considerations and council are in the process of evaluating how best to keep the proposal out of the defined high flow area. The committee will be working with Council in evaluating various solutions; however we need to recognise that priorities have probably changed in the last couple of weeks.

On the up side there have been number of proposals on how to keep the members in touch and involved with more articles being prepared for Aspectivity. I commend the proposal by Bruce Clapperton to have a "virtual" gathering to substitute for Wednesday FFF night with the initial scheduled meeting hopefully happened by the time you read this. I am trying to imagine how red wine activity is blended into a virtual meeting. Should the Zoom program be effective there may be the opportunity for the committee to consider acquiring an unrestricted version? A program or app for virtual training could be an interesting proposition.

Another suggestion has been for members to access the gaming (not gambling) activities available on the internet to compete together in a program allied to flying.

Michael Best has facilitated the setting up a temporary phone conference capability for use by the committee which has been tested, tis a challenge to use for those who are used to face to face meetings but at least it does provide a platform to work with.

Ian Slack has suggested that while we are not flying it would be good practice to ensure your Lipos are in storage mode just for safety.

Enough from me at the moment I would like in closing to wish everyone continued good health in these challenging times and to emphasize the current Government advice to stay at home (and build), stay at home (and build), stay at home (and build)!!!.

Ron Hickman (President)



Good Corona



Bad Corona



Boring Corona

## Virtual Meetings

The following is copied from the VARMS web-site as an example of one of the means to keep in contact (as mentioned by Ron in his rant). I suggest that it is best if you use a computer/phone with a web-cam, unless you don't want your face seen or to see the others in the meeting.

**Virtual Interest Group Meet-up -- Wednesday 8th April @ 7:30pm to 8:30pm**

Last Wednesdays (1-April) the virtual meet-up worked extremely well with 14 attending. So we are doing it again and plan to do this weekly during clubhouse closure period.

**Bring a drink, sit back, and participate in the comfort of your own home.**

Time: Wednesday 7:30pm to 8:30pm

Purpose of the meeting....

- Catch up
- See what projects people are working on
- Get/Give advice on repairs/projects.
- Learn how to do Zoom meetings!

### **Zoom Cloud Meeting Details**

Watch this space as things could change

Topic: VARMS Interest Group Meeting  
Time: Apr 8, 2020 07:30 PM Melbourne

Join Zoom Meeting

Refer to the Members area of the VARMS website

Log in

Follow the prompts

### **Pointers**

- \* No need to generate a Zoom account, just click on link above to join meeting.
- \* Turn your microphone off when not in use.
- \* Suggest using headphones to reduce feedback
- \* If your audio output is bad turn of your camera
- \* email [web\\_master@varms.org.au](mailto:web_master@varms.org.au) if needing help setting up.
- \* How to share your screen [here](#) for presentation.
- \* Helpful hints for changing settings in your app [here](#)

For any recent developments keep checking the member's area of the VARMS web site

## **March 2020 General Meeting minutes**

**Laci Nagy**

**Date:** 13 March 2020

**Time:** 8:00 pm

**Venue:** VARMS Clubhouse, 291 George St, Wantirna South, Victoria.

**Apologies:** None    **Visitors:** None

### **Meeting**

**1. Opening.** Meeting was opened by the Ron Hickman as Chairman at 7:58 pm with 19 members present.

**2. Previous Minutes.** The previous minutes as printed in Aspectivity were accepted. Moved: R. Pearce  
Seconded: J. Gottschalk Passed

**3. Business Arising** from Previous Minutes. There was no business arising from the previous minutes.

**4. Correspondence.** The following correspondence was received and sent:

a. Inwards. None

b. Outwards. P. Van Tongeren's reply to VMAA on behalf of the club regarding notifications to MOP updates.

**5. Treasurer's Report.** The report was presented and accepted. Moved: R. Kassel Seconded: J. Gottschalk Passed

**6. General Business.** The following other items of business were discussed:

a. Training. No new wings awarded in the last month and we are getting 8 to 20 people per week at the training sessions.

b. Aerotow. The following events were mentioned:

(1) VARMS event for 14 Mar 20 has been postponed due to the inaugural State Aerotow at Bacchus Marsh.

(2) Jerrilderee at Easter is expected to have quite a few members attend.

(3) Canberra has an event planned for 29 – 31 May 2020.

c. Competitions. The following competition items were discussed:

(1) Club ALES. The next event is for 15 Mar 20 starting at 1:00pm.

(2) VMAA Trophy. The club will be having practice sessions over the next couple of weeks and the trophy day will be the weekend after Easter at P&DARCS. The events will be:

(i) Electric Timed Motor Run for 2m models, and

(ii) ALES for 100" or 2.54m models.

d. Slope Event at Densley Road. An event was held on the Monday of the long weekend which went well, though the use of motors was required at times.

e. General Meeting Email Notification. It was requested that an email notification be sent out prior to the meetings.

f. Mowing Crew. The club members wanted it noted in the minutes that they are very appreciative of the excellent quality of the field that the mowing crew have prepared and are maintaining.

**7. Committee Report.** The following items were discussed:

a. Paperless Renewals. The club will be running paperless renewal in parallel with the traditional paper base renewal.

b. MAAA Fees. The MAAA increased their fees for the next year quite considerably. The club has decided to pass these increases on to members over the next two years.

c. New Freezer. There is now a new freezer in the clubroom for catering for events only.

d. Flight Simulator Software. The club is investigating the purchase of a flight simulator for the club room.

**8. Relocation Report.** The club is meeting with the KCC to discuss the issues Melbourne Water have with the site proposal.

**9. Presentation.** P. Cossins ran an informal paper aeroplane competition which was enjoyed by the members present.

**10. Next Meeting.** The next general meeting will be held on Friday, 10 April 2020 at 7:30 pm.

**11. Closure.** There being no further business to discuss the meeting was closed at 8:25 pm.

Flying Event Calendar			
Name	Date/s	Location	Further Info
<b>All on Hold until further notice</b>			
Virtual 3Fs get together	Wednesdays 7:30 PM	Zoom Meeting (see above)	Member's area <a href="http://varms.org.au/">http://varms.org.au/</a>
Virtual Committee Meeting (7:30)	6/4/20	VARMS Clubrooms	<a href="http://VARMS.org.au">VARMS.org.au</a>
Next General Meeting	?	? virtual ?	<a href="http://VARMS.org.au">VARMS.org.au</a>

## News and Articles

### How to Make and Apply Custom Waterslide Decals Paul Van Tongeren

**Introduction** When scratch building a new model, vinyl lettering is fine for registration labels and other large monochromatic stickers, but what can one use for custom multi-coloured decals, or very small decals? There is a relatively new product on the market, laser printer water slide decal paper, which I have successfully used on a 40% scale project that I am working on. In simple terms, one prints the image onto the decal paper, cuts it to shape, soaks it in water, and then applies it onto the model.

**Tools and Materials**

- The items and tools that you will need are:
- JPG or PDF files of the decals, scaled to the desired size for A4 paper
- Access to a good quality laser-jet colour printer
- Water-slide Laser Decal Paper, White or Clear, from Dr Decal & Mr Hyde Water Slide Decals in NSW ([drdecalmrhyde.com.au](http://drdecalmrhyde.com.au))
- Scalpel, knife and scissors, all with sharp edges
- Long straight edge
- Masking tape and ruler
- Timer
- Toilet paper, if you can spare it!!



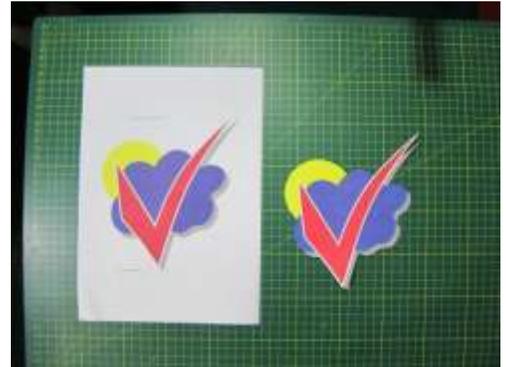
There are 2 types of paper – one is white and the other is clear. I used the white paper for one of my decals that had white in the image because my model is painted yellow. All the other decals were printed on clear paper because any yellow coming through was appropriate. For each specific decal

one will need to decide which is the appropriate paper to use.

### Printing and Cutting Out Decals

For my project I was able to source the original JPGs from Sonex Aircraft, and I then had a friend scale them to the right size for printing on A4 paper. Always test print each file onto normal paper to check the colours and the size before printing onto the decal paper.

Once printed, use the appropriate tools to cut out the decal. For the white decal paper I used a scalpel to cut the outline right up to the edge of the image, but for the clear decal paper I left a small 5mm margin around the edge of the image. Use the long edge and knife for long straight cuts, and the scalpel for curved cuts. I used the scissors to fillet the corners of rectangle outlines.



### Applying the Decals

The next step is to use masking tape and the ruler to mark out the position of each decal on your model. I positioned the tape along the bottom and one side of where I wanted to place the decal. Once the decal is dry, the tape is easy to remove and leaves no marks on your model.

To apply the decal, soak it in water – I found the clear paper needed 60 seconds but the white needed 70 or so seconds. Carefully slide the decal off the backing paper a little, position the decal on the model, and then continue to slide the backing paper away from the decal.

Now carefully use the toilet paper to dab the decal to remove the surface water. After the surface water is removed, remove the water between the decal and the surface. While holding one half of the decal down, carefully squeeze the water from the centre of the decal to the edge using more toilet paper. As the decal gets drier, this process becomes easier and the decal starts to grip to the surface. Repeat for the other half of the decal until all the water has been removed.



My model has lots of scale mushroom rivets and I found that I could press down quite hard with a swab of toilet paper on each rivet to shape the decal paper over the rivet to give that painted on look. Leave the decals to dry overnight, remove the masking tape and finish with 3 or 4 coats of clear to provide physical and UV protection. On my model I used automotive acrylic clear to finish the model's surface.

**Conclusion** I found this decal paper quite flexible. I incorrectly applied a flame decal to the wrong side of the fuselage, and yet I was able to quickly re-wet it before it had dried, slide it off and apply it to the correct side. Dr Decal & Mr Hyde have quite a few other products but I have not tried any of them. I would avoid their ink-jet products as I think laser-jet printers give a better result. They also have a product specifically for model decals but I suspect it is much thinner and more vulnerable to damage.



# VOLARE

A VINTAGE GLIDER FOR OLD FASHIONED SOARING

Alan Mayhew

This design is one that I hope will encourage the home builder to create a distinctive model and enjoy the fun of thermal soaring. Building and flying your own model brings a great deal of satisfaction. I encourage you to give it a try.



## DESIGN

The early years of full size gliding shown in "The world's vintage sailplanes 1908-45" by Martin Simons, show many examples of graceful curves and lines and aspect ratios which are pleasing to the eye. Many were a gull wing format. I have for a long time wanted to take these features and combine them into a thermal model which will fly well and is easy to build.

My final choice was a 3 meter span wing with ailerons and flaps. A soft gull-wing format with an equivalent dihedral angle of 5.5 deg., gives the ability to make tight turns for low level thermal flying. Full span camber change allows for slow speed turns and easy controlled landings. With flaps down in a steep dive the model can descend from a high altitude without excessive speed build up.

## CONSTRUCTION

The wing spar is from carbon tubes of various diameters. Laser cut ribs and curved trailing edge make the build easy. The usual top and bottom leading edge sheeting give shape to the Ag35 series airfoil sections. Aluminium tubes are used for torsion control of both flaps and ailerons.

The fuselage is a balsa box construction with sufficient balsa to allow a curved shape. Plywood formers are clamped to a simple jig and the sides are glued in place. Pushrods are installed as well as servo mounts followed by the attachment of the top and bottom sheets. The canopy and nose cowling are made from plastic drink bottles.

MODEL DETAILS. Span 3.0 metres, Area 57 dm sq., Airfoil Ag 35 series.

Flying weight with 3S - 1300 mAh battery 1300gm. Ballast capacity 545 gm.

Wing loading 23 - 34 gm/dm sq. (7.5 - 10.0 oz/sq ft.)

Wind speed envelope - light to moderate.

SHORT KITS . Short kits will be available. They include plans, instructions and the following.

Wing: Laser cut ribs and TE. Carbon tubes. Aluminium joiners.

Fuselage: Laser cut balsa for sides and curved parts of rudder and elevator. Ply formers. Plastic canopy and nose cowling.

FLYING. If you are interested in building this model, I invite you to test fly it. I am sure you will find it a pleasure to fly.

My thanks to Russell Pearce for his assistance in building the prototype and to Zdenek Busek for his photography.

**If you are interested in building a VOLARE please let me know.**

Some construction notes (such as making the canopy) are being posted on the VARMS facebook page but the following description outlines the wing construction; however you will first need a copy of the plan and a set of laser cut ribs etc.

### **VOLARE 3.0 WING CONSTRUCTION**

#### PREPARE COMPONENTS

RIBS Sort the ribs into the panels AB&C. Locate the sets of 3 (4) that are to be glued together.

Method. Use some 12 mm. tube to align 2 of the ribs. Wipe the surface with a damp cloth, apply PVA to both surfaces (keep glue away from the holes), push together, align tabs onto the board. Remove any excess and lightly clamp together. Remove the tube. Allow to dry for 1 hour then repeat the process with the 3<sup>rd</sup>. Rib.

The Root Rib must be laminated. Locate rib A1 and remove the tabs. Use it as a template to cut 2 ribs from 3.0 mm. ply and one from 5.0 mm. pine wood .Drill the 14 mm. hole with a splade bit first, then draw outline. Cut a little outside the line, glue together as above then trim to the line. Mark from the plan the location of the 4 mm. bolt holes and drill using a drill- press. Lastly drill a 1.0 mm. hole in the pine at top centre of the spar. This will allow CA to penetrate to the glue joint. Rib A1 will no longer be needed.

**TRAILING EDGE** (0.6 mm. ply) 2.5 mm. thick balsa (soft) needs to be glued (PVA) to the top surface of the trailing edge strips without distorting the curve. Check against the plan. Bevel the balsa to the airfoil shape with the TE finished to a little under 1.0 mm. After the ribs are assembled onto the spar and the tabs removed, match up the TE under the ribs. The ribs end 8.0 mm. from the true TE at all places. A 3.0 mm. notch is needed at the TE rib junction. Use a sharp knife for this.

**CARBON TUBE SPAR.** To prepare the cut the tubes to the following sizes. Note that the 14 and 12 mm. tubes are roll- wrap type. All others are pultruded.

**Cutting method.** Use a new 32 teeth hacksaw blade and a mitre box. At the location, put a small piece of masking tape and mark with a pen. When cutting, use light strokes, cut just through the surface then rotate the tube. Be mindful not to breathe any carbon dust.(wear a mask)

Diameter	Quantity	Length mm	Overlap	Note
14	2	500	0	Cut the centre of the tube to an angle so that the ends meet when assembled on the joiner bar
12	2	160	60	Bevel the inside inboard end for easy ballast removal
12	2	15	0	To prevent splitting of the 14mm tube
10	2	355	15	
10	2	45		Glue to inboard end of 8mm . joiner bar.
8	2	245	40	
6	2	185	30	
4	2	125	20	

**Joining method.** Using the overlaps above and the plan, assemble the tubes in the following way. Not all the tubes will automatically sleeve. You will need to sand the inner and outer surfaces. Use 180 and 240 grit. To sand the inside of a tube, wrap paper around a tube 2 sizes smaller. Use a sideways rolling action. Clear off dust .Check the fit. **IMPORTANT: DO NOT FORCE- FIT THE TUBES, THEY SPLIT EASILY!** To glue together, mark the overlap with plastic tape, apply slow thick CA (Tarzan's grip shock proof super glue) generously to the inner tube, slide in while twisting, remove half way then re-seat. Allow to set.

The surface of the carbon tube should be prepared at each rib junction. Locate the tube over the plan and mark at each rib position with a spot of "white out" from Officeworks". When dry, sand the surface in that area using 400 grit.

**ALUMINIUM TORQUE TUBES.** These are K&S imperial sized tubes available at hobby shops. These are treated in a similar way to the carbon tubes.

Cutting is best done with a Dremel disc. Surfaces to be glued can be lightly roughened with 240 grit.

Prepare tubes from the table below and the plan.

Size	QTY.	Length	Inboard overlap
7/32 in.	2	550	0
7/32 in.	2	455	0
3/16 in.	2	225	20
5/32 in.	2	165	15
1/8 in.	2	60	10

**WING ASSEMBLY** Firstly join the 14 mm. tubes with the 12 mm. aluminium bar. Check the fit of the bar to each tube. The inside of the tube can be sanded quite a lot near its opening. The aluminium rod

may also need to be reduced to fit. The tube ends should meet fairly closely together from the angled cut. Lightly sand the inside of the tube with 240 grit. Also roughen the bar surface. Clean all surfaces with Steptone wax and grease remover (or similar). Glue together with slow thick CA as per carbon tubes. When set, lightly round the convex edge of the carbon so it fits more easily into the root rib. Check this fit. Also prepare the outer carbon surface with 400 grit paper.

**BUILDING BOARD** The centre section must be assembled on a building board hinged and supported to 14 degrees on one side. The pre-bent joiner bar takes care of the angle. A low cost building board is a 16 mm. melamine shelf 295 x1800. Cut off a 610 mm. piece and hinge to the larger piece. Using the plan as a guide, mark the out board edge of each rib using a builder's square. Mark a span-wise line in the region of the spar.

**BUILDING ON THE BOARD** The centre spar needs to be held in the correct place while the root rib is attached. To do this, ribs # 2 and #12 are located temporarily in place. Mark the centre of the spar hole on these ribs down to the bottom of build tab. This mark will sit at the line you marked on the board. Glue (thick CA) a block to the matching line of ribs 2 and 12. The ribs can be clamped to these blocks. Assemble the root rib and ribs 2 and 12 onto the spar. Check the support block under the build board allows all 4 ribs to sit on the boards. ( See photo).



Now the root rib must be chocked at the back end to be parallel to the build board as well as being exactly in the middle of the gap between the boards, at right angles to the spar. Finally it must be angled sideways at 7 deg. to the board flat on the bench. Use the 7 deg. template shown on the plan. When done, run thin CA into the top 1.0 mm. hole and a little from the sides also. When set, the spar and attached root rib can be removed from the board and thin CA can be applied from each side to flood the joint. When dry add thick CA to any gaps in the joint.



Assemble all ribs onto the spar. Have ribs #2 clamped to their blocks. The end ribs (3 laminated) must be now attached to the spar at exactly 90 deg. and flush with the end. When in place glue the build tab to the board then the rib to the spar. Now locate each rib progressively making sure tabs sit on the board and the rib is at 90 deg. Use the rib gluing jig shown on the plan. Tack in place with thin CA. Slide in the aluminium tubes and tack in place with thin CA.

Cut 2.5 mm. strips a little oversized to fit to the front edge of the ribs. Lightly sand the front edges of the ribs to improve the joint. Notice that the LE is slightly curved. Attach the strip with a spot of thin CA.

Remove the assembly from the board. Go over all joints with thin CA. If there are gaps, place a dab of thick CA. Remove all the tabs. A safety blade works well. Sand smooth if necessary.

Carefully shape the top and bottom of the LE strip to match the airfoil. If you remove the brown colouration of the rib edge you are changing the airfoil shape. Be careful.

Protect the board with freezer bag taped to the surface. Check fit the TE and locate with a small amount of thin CA, with ribs sitting on the board.

**TIP PANELS.** These are assembled in the same manner to the centre section.

**LEADING EDGE SHEETING.** Prepare the sheets a little over sized. You may have to add a little to the inboard front edge of the upper sheet to achieve the coverage. Attach the lower sheet first. Locate the back edge onto the rib. Hold in place with masking tape. Work progressively along the panel by running a small amount of thin CA to each rib and leading edge strip. Trim back the excess at the leading edge to about 1.0 mm.

The top sheet is attached with a method you may not have used before. Practice the method on scrap balsa so you become confident with it.

**THERMO-BONDING WITH STEAM.** The heat activates the glue bond and the steam curves the balsa. Here are the steps.

Prepare the sheets a little over sized.

Locate the back edge at the step in the rib and tape in place at several spots.



Fold the sheet back. Apply PVA glue to the edge of the ribs. Fold down the sheeting and gently rub on top of each rib.

Now fold it back again. Use a small paint brush to give a thin even coating of glue to both the rib and the sheeting. If there are dry spots, add more.

**ALLOW TO DRY!**



Set a clothes iron on wool with steam open. Fold the sheet down once more. Use the steam iron to wipe across each rib from back towards the LE. Move along to the next set of ribs. When cool, the job is done!

Trim the edges of the sheeting at the LE.

The outer LE 2.5 mm. strip can now be attached. The method here is to use a paint brush to apply a small amount of PVA to the wing side of the joint. Hold the strip in place with masking tape. When dry shape to airfoil.

**FLAPS AND AILERONS.** These are now cut from the wing and faced with balsa. Cross section diagrams are on the plan. Measure and mark where the forward cut must go. Draw a fine line along the top of the ribs. Make the templates shown on the plan. Carefully hold the template at the mark and sitting on the board. Use the blade of an Eclipse hobby saw to make the cut against the jig. Note the forward angle of the aileron cut. See photo. Carefully sand the cut edges to a straight line. Add a strip of 2.5 balsa to these cut edges then trim back to rib shape. The remains of the ribs still attached to the tubes are cut at 90 deg. to the bottom surface, close to the tube. Then add 1.5 mm. balsa and trim. Hinges are on the lower surface and made from covering film.



# For Sale

	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 Fleece</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:	

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## **Enya is back in Australia**

Contact Bill Webb (Balsa Bill) of Alans Gippsland  
Hobbies for the extensive Enya range  
Phone or fax 03 5626 4205

In addition Bill continues his sale with reductions on  
his already low prices.

10% reduction on Balsa sheet and carbon strips,  
tubes, etc.

15% off on – Square section Balsa; leading and  
trailing edge stock, plus triangular gusset section  
balsa.

# Administration

## Standard Operating Times for VARMS Glider Field:

Mon	Tue	Wed	Thur	Fri	Sat	Sun
Power Glider	Power Glider	Power Glider	Power Glider	Power Glider	Power Glider	Power Glider
8am-1pm (power)						
Dawn-1pm (glider)						

Mon	Tue	Wed	Thur	Fri	Sat	Sun
Glider Power	Glider Power	Glider Power	Glider Power	Glider Power	Glider Power	Glider Power
1pm-5pm (AEDST) (power)						
1pm-Dusk (glider)						

Times except for Aerotow Saturdays

**\*Aerotow: Second Saturday each month, 12.00 Noon till 5.00 pm**

**Clubrooms: All days 7.00 am till 11.00 pm**

**"Glider" is any Glider, or electric glider, flown as a glider, i.e. climb and glide**

For queries or problems regarding this timetable, please contact the club's president or secretary

## Mowing Roster



Field	Ian Slack Mike Barlow Bruce Perry Robert Kassell Tim Stewart Geoff Moore
Runway & Pits:	Zdenek Busek      1st week Ken Madill        2nd week Paul Van Tongeren   3rd week Alan Taylor        4th week
Heliport:	Geoff Moore

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

## 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 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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P.O. Box 4096  
KNOX City Centre VIC 3152

