

Issue 564

July 2022

Victorian Association of Radio Model Soaring



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Copy deadline for the next Aspectivity is the 5th August, one week prior to the general meeting which is held on the second Friday of the month (12th August) 7:30pm at Aimee Seebeck Hall.

Annual General Meeting

The AGM will be held at Aimee Seebeck Hall, Rowville on Friday 8th July commencing at 7:30pm. Following the meeting there will be a light supper. As many members as possible are encouraged to attend this meeting so put it in your diary. Only financial members will be eligible to vote. A committee nomination form and voting proxy form, together with last year's AGM Minutes appeared in the June edition of Aspectivity.

Since a low number of members was present no formal general meeting was held on 10th June.

President's Annual Report

by Ron Hickman

Hi All,

Well, this past year has seen turmoil on top of turmoil. The year started with us preparing to exit gracefully from our site at Wantirna with all the appropriate and inappropriate celebrations planned, combined with the usual semi-organised chaos with sorting and packing up. Then Covid hit again, tossed all the plans up in the air and we were forced to create imaginative classifications for essential workers, with workers permits issued to comply with the ever changing regulatory requirements of the day. This resulted in a somewhat chaotic and disjointed packing up exercise to ensure we had exited the site by the deadline of the end of September 2021.

The immediate obliteration of the site at Wantirna illustrated how desperate the contractors were to get on with the basketball stadium.

With all our goods and chattels now in storage in shipping containers courtesy of Knox City Council, we then had to focus on maintaining VARMS' core functions as much as we could in the circumstances.

It is probably appropriate at this point that we quietly reflect that since 2018 the numerous site layouts, site surveys including soil sampling, design engineering, site approvals, negotiations with Parks Victoria, DELWP and others to come up with a proposal that would satisfy planning approval in a conservation area, and ending



with the awarding of a building contract, have all been at no cost to VARMS! We need to be eternally grateful to the unidentified person or persons in authority or the authority who had the interests of VARMS in mind and had the foresight to negotiate financial arrangements behind the scenes that would facilitate our relocation to another site.

Given that we were still in lockdown when we departed Wantirna we could not inspect any Council facilities that may have been available. We were, however, able to negotiate with Council for access to toilet facilities at Rowville and book the nearby Aimee Seebeck hall for our monthly meetings. Council also allocated the use of the second oval to VARMS when it was not being used for organised cricket or football activities. Fortunately, the oval abuts our approved flying area, so a generous interpretation of the rules allowed us to use the oval for takeoffs and landings. Whilst the arrangement is not entirely satisfactory it has facilitated limited flying for a number of members.

We were initially expecting to be operating from the new site before the end of last year. However, given the complexities of the negotiations and delays surrounding the issue of a planning permit for the site, (the planning permit was not actually obtained by Council until July 2021), this delay flowed on to delaying the final design, with the tender eventually going out in September 2021. After due process, the Council accepted a \$1.5m construction tender for the project at its December meeting.

Obtaining Stud Road entrance work permits did apparently cause some further delays. However, by using a temporary site entrance, the contractor was able to block out the building/car park area and more importantly, clear and laser level the runway area before the weather got too cold and wet.

The future is looking very good with the flying site lines from the new runway looking great and, more particularly, after the recent rain the runway surface appeared essentially unaffected.

We now need to start looking to the future, as the new location will need a complete revision of policies, administration and work groups for the club in order to function in its new environment. With the AGM pending, this will be something for the incoming committee to get their teeth into.

Onwards and upwards.

Ron Hickman

JERILDERIE 11 – 13 June 2022

Observations of a reasonable bystander

by Edmund Ansell

Thermal Gliding Competition at Jerilderie, NSW, Southern Riverina area. Queen's Birthday weekend.

Class: F3J (winch launch)

Class: F5J (electric motor launch), and

Class: F5RES/F5L or eRES electric motor launch. This class of electric glider specifies a 2m maximum wingspan and the type of building materials that can be used in the construction of the glider and where it can be used. Only rudder and elevator flight controls are allowed with flight path control coming from a single spoiler above the fuselage or a spoiler in the middle of each wing (RES = Rudder, Elevator, Spoiler).



Jerilderie is a good meeting place for competitors from all points of the compass to get together because it is kind of 'central-ish'. The flying is done on a horse racing facility because, compared to a sports oval, it has twice the area of flat land to fly from.

Glider pilots gather here at Easter time as well, to fly scale gliders. And for the same reason.

On both occasions the racing club kindly allows the RC-flying fraternity the use of the new ablution blocks and also the club house. At Easter, when it is warmer, many pilots sleep on the racecourse but this weekend it was cold and everyone stayed in more comfortable accommodation in town.

Weather was overcast with 10-15 knot winds for most of the weekend clearing to small cumulus and sunshine for the last morning of flying on the Monday.

There were lots of eRES gliders, many of them OZ eRES gliders, but some were home builds - cobbled together from bits of other gliders in the spirit of the class which is to try building one's own glider, within the class design limits and to have fun flying it. Lots of laughs and loud

exclamations when this class was flown, as the glider exceeded the pilot's expectations or vice versa. Considering that most of the pilots of these eRES gliders are pretty much at the top of their game - flying some of the most slippery, sophisticated gliders around, built of the latest materials and having the latest wing profiles - one wouldn't expect them to have embraced the eRES class so enthusiastically. The fact that they have - that must bode well for the eRES class in the future.

It might be worth asking how people have cobbled together their own F3 RES or show their colour covering scheme to give others some ideas. Any response?

Another idea is if someone can show how to quickly return glider props back along the fuselage with a rubber band or length of stretch rubber as comes with the powerline motors. That might be of interest, too.

It looked like a pretty good roll up: about fifty pilots. More with their entourage.





Some pilots elected not to winch launch at all and to fly their electric launch gliders only. It was a long flight line with winch launching in the middle and electric launching at either end.

The workload of the pilots is now reduced by doing away with a pencilled result that has to be hand delivered to the middle of the flight line after each round. Instead, they now have a system of electronic delivery of the results, in position from the flight lane using a smart phone.

The need to strain one's ears to hear communications from the competition director and/or the countdown of the minutes remaining for each round is also now eliminated by putting out ghetto blasters at strategic positions along the flight line and transmitting audio via low power radio frequency to them. It was good to see ghetto blasters being used for peaceful purposes.

Not much thermalling was being achieved on the Saturday. If a pilot had a good launch, came down with the last lot of gliders and landed well he was going to get the points. The gliders were mostly standing to windward after the launch, for most of the rounds on Saturday.

Dave Pratley was giving it to his Maxa and must have had a good idea of the winch launching geometry for it, because that plane looked like it was going to go into orbit the couple of the times that I saw it launched. He came second in the F3J competition.

One memorable recollection was of an F5J glider which had a slab-sided balsa fuselage seamed with fibreglass tape, a Pike Perfect wing and a tail plane that was given to the pilot (he forgot which glider it came from) and a fin borrowed from something else. Unbelievably, it was coming down with the

Covering schemes were interesting as can be seen from the [League of Silent Flight Australia](#) photo of everyone with their eRES gliders at the end of the event. Downloaded from LSF website.



last bunch of gliders it was up against, all the time. One time it was the last down. Glide path control didn't look great because it didn't make the tape on that occasion which was a pity because the pilot would have got a lot of points. Considering all the modern gliders that this hotch-potch glider was up against, it was a remarkable result. As one person quipped: "Money doesn't always guarantee glider happiness."

It was probably a good thing that the pilot didn't win the competition with this glider because I doubt anyone could have reverse engineered that plane to come up with something similar to it to build for the next competition.

The Queens Birthday Jerilderie Thermal Comp is the one that the Australian team, to compete overseas, is chosen from and I wish the chosen pilots all the best at the next Worlds.

I observe that the OZ eRES glider, so many of which were flying at this meet, was designed here by VARMS members Marcus Stent and Alan Mayhew. It is now kitted and being sold in Canada and England. I hope that they have every success with it on the international stage. GO AUSTRALIA!

Thanks for keeping the mag going. Great to read when one is remote from the gliding fraternity.

[Ed. For more about Alan and Marcus' glider kits have a look at the [Performance Models](#) website. Also check out [Nick Chitty Flying's Youtube video](#) on how to construct the OZ eRES 2.]

Aircraft Accident Investigation

by Ian Slack

[Ed. As flying opportunities open up to us with reduced Covid restrictions, the passing of winter and, soon, a new flying field there's a good chance many models will be pulled out of mothballs and take to the skies again. In this report by Ian Slack about a recent mishap that occurred to him we are reminded of the need to maintain our models in good working order and to carry out thorough pre-flight checks.]

Incident. Saturday 18th June, 2022

A 1.2m Big Stik 20 was in the fifth minute of a six minute flight. The plane had been performing aerobatics with the manoeuvres being within the pilot's and plane's capabilities.

The aircraft was completing an inside loop when it failed to respond to elevator input. The aircraft subsequently crashed on the east side of the field between the runway and the trees. No person was in danger.

The remains were returned to the pits for examination. The flight battery was still at 56% capacity. The receiver was still working when connected to another power source. The speed controller was damaged beyond repair. The rudder servo was working normally.

The elevator servo did not respond as normal. A damaged or failed servo was suspected. Further examination then occurred in the home workshop. The elevator servo was removed and placed on a servo tester. Normal operation with full travel was seen.



At this stage the elevator pushrod, a steel rod inside a nylon guide tube, was checked. It could not be moved at all. After some effort the pushrod was extracted and the cause of the crash revealed.

Corrosion (rust) was clearly visible for some 150mm along the push rod. This section was inside the fuselage and was severe enough to jam all movement. It was noted that the nylon guide tube was a fairly neat fit on the push rod and there was very little clearance. This meant that only a small amount of corrosion would cause interference with the movement of the pushrod.

The moisture needed for rust to occur would most likely have come from atmospheric humidity or from wet grass when taking off and landing.

Recommendation

Regularly remove, clean, polish and/or lubricate steel pushrods to ensure free movement.

FOR SALE

John Lee's Stable

After the recent passing of her husband John, a long-time VARMS member and keen constructor,



Lois Lee wishes to sell his collection of model aeroplanes and related flying bits and pieces. There is a large number of models including electric, power, glider, slope, old-timers and a number of unbuilt kits in boxes. About 50 models all up (photos show a small selection.) The list includes two Southern Sailplanes Ricochets, three T-birds and an Eclipse that do not feature in the photos.

If interested, please call Lois to make arrangements to view the items for sale at her home in Templestowe: 0407 510 406.



VARMS Merchandise for Sale

3 VARMS caps @ \$20 ea;

1 VARMS Beanie @ \$20;

1 Round sew-on VARMS badge @ \$10

Contact Lew Rodman by email, vp@varms.org.au.



Aerotow Co-ordinator



Anthony Peate has agreed to take over the role of Aerotow Co-ordinator. Thanks Anthony. See details of the first upcoming aerotow event below.

Fellow VARMS glider pilots

It's been a long time since VARMS has visited the BRCAC club for a weekend aerotow event but it's finally happening again.

The Bendigo Radio Controlled Aircraft Club has very kindly extended an invitation to VARMS members as well as other MAAA insured members to their club on the weekend of Saturday 24th and Sunday 25th September for a two day aerotow event. This is also the Melbourne AFL Grand final weekend.

I am looking forward to this event and hope it attracts a good VARMS attendance and that members are able to bring both gliders and tow planes.

Tim Morland and I will bring our trusty old tow plane which has now done over 2,150 tow flights but I hope that other VARMS members will also bring tow planes.

BRCAC are providing on-site camping for Friday and Saturday nights with limited generator power only. There is on-site tank water as well as good toilet facilities but there are no showers or running hot water.

For those who prefer other accommodation there are options to investigate in Marong.

A large club room will be available for overnight model storage if required and trailers can be left on site overnight as well.

BRCAC will provide cold drinks, tea & coffee for a small cost as well as make available a BBQ & utensils at no charge, but participants will need to bring all of their own food.

All participating pilots are required to:-

1. Pay BRCAC a very reasonable \$5.00 per day per for use of the field, so please remember to have this cash on you at the ready.
2. Have your current MAAA membership available for inspection.
3. Be courteous to all other attendees and organisers in the spirit of making this a fun event for everyone.

For those who have never visited the Bendigo Radio Controlled Aircraft Club it's located about 4km west of Marong as shown here on Google Maps: <https://goo.gl/maps/sFgYd9TtXGYdCHTL7>

So that I can get an idea of attendance, can I please ask you to send me a brief email to: aerotow@varms.org.au with Subject line: **I {your name} will be attending the BRCAC Aerotow 2022.**

For those bringing tow planes please also indicate this in your email to me. If you have any further questions on this event feel free to contact me on 0419 332 644 or by email.

Looking forward to catching up with you. Keep your gliders soaring.

Anthony Peate
VARMS Aerotow Co-ordinator



The 3Fs @ the 3Rs

The regular (FEED, FIX, FLY) nights are now being held at (ROWVILLE RECREATION RESERVE) near the VARMS shipping container from 7:30 to 8:30pm on Wednesday each week. The VARMS Covid-safe Plan applies. There is a link to the Covid-Safe Plan in the Member Updates section of the [VARMS website](#) for 5th January 2022.

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Enya is back in Australia

Contact Bill Webb ('Balsa Bill')
of Alan's Gippsland Hobbies
for the extensive Enya range

Phone or fax 03 5626 4205

Bill continues his sale with reductions on 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.

Articles for Aspectivity

Enjoy the items from members? New articles are needed now. Share your ideas and experiences, respond to an article, tell us what you have been doing. If it interests you, it will interest others too. Send your thoughts (and pics) to editor@varms.org.au.

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

If you change your address, please notify the Registrar and the VMAA, so we can maintain the correct addressing of this Newsletter.
If you are interested in joining VARMS, or learning more about our activities, please contact the Secretary or any 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 bring together aero-modellers who were interested in building and flying radio-controlled gliders. Members fly at many places but, until mid-2021, had a home at Briggs field in Wantirna and are in the process of establishing a new base at Police Paddocks in Rowville, an outer eastern suburb of Melbourne, Australia.

VARMS organises competitions in Slope and Thermal Soaring, operating models from fun-fly to scale, open competition, aerotow, bungee, winch and electric gliders. Members also fly a range of power and rotary wing models.

General Meetings are held on the SECOND Friday of each month (except January) at the Aimee Seebeck Hall in Rowville (or by Zoom) and during daylight saving there may be limited flying before the meeting starts at 8.00pm. Visitors are welcome. Formalities and sometimes a special presentation are usually followed by lively discussions on matters of interest to aeromodellers and drawing of the raffle followed by a cup of your favourite brew.



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