

Issue 581
February 2024

Victorian Association of Radio Model Soaring



1405 Stud Road, ROWVILLE 3178



Aspectivity

Deadline for the next Aspectivity is Friday 1st March, one week prior to the general meeting held on the second Friday of the month, i.e. Friday 8th March at 8:00pm in the club rooms.

President's Prattle 5

by Ken Madill



I hope you all had a pleasant Christmas break. I have managed to get a bit of building done and went north to Dubbo for a week. We called in at [Temora Aviation Museum](#) on the way. I would recommend a visit. They have an excellent collection of aircraft in flying condition on display and also flight simulators for Spitfire, Mustang and P40. The simulators are quite realistic and tilt 20°. From personal experience the Spitfire is excellent.

It has been good to see so much activity around the club. The last Aerotow event was well attended and went smoothly. Despite the predictions of a hot dry summer the runway is in excellent condition. Our new mower is being used frequently. Thanks Mick.

The 12-volt charging facilities in the pits area are working out well. A big thanks to Anthony Peate for arranging for the twelve power supplies to be fixed and installing them.

Unfortunately, our application to the Men's Shed for a grant to assist with installing artificial grass in the pits area was not successful. I believe we should still go ahead with this project and will put a motion to the next general meeting that we finance this ourselves. We have also started looking at options for installing shade cloth over the grass area in front of the current

pits shelter. Initial quotes received are very expensive. However, there is a possibility of funding support from Knox City Council. If you have any suggestions or experience installing this type of equipment please get in touch with me.

There are several things that should be brought to members' attention. The Clubhouse is often being left in a very untidy state. It was disappointing last Thursday morning to walk into what could best be described as a pigsty. If you are not capable of cleaning up after yourself, then please don't use our facilities.

Mark Irwing has been doing a weekly clean and check on club house consumables. However, he is no longer able to do this. I would like to thank Mark for his contribution over the last twelve months. If you are prepared to take over what Mark has been doing, the club would be extremely grateful. Please let me know.

Your help with ensuring the alarm system is used correctly would also be appreciated. Mistakes that have happened over the last few months include, people entering the workshop without disarming the alarm and the alarm not being switched on when people have left the site. There have also been several instances where the alarm has been set but the aluminium tab has been left in place, meaning that the door can be opened. As a result of this we have removed the tab. If you want the door to remain open, please check it open. Andrew Allen has been working with the alarm installer to make some changes to the system that should make it more user friendly and help reduce the number of late-night phone calls Mick and I get. Please ensure that you are familiar with the instructions that Andrew provides on pages 6 & 7 below.

Just a reminder that if you are involved in a flying incident, please fill out an Incident Report and forward it to the Secretary. It is much better that we hear about incidents from those directly involved rather than second hand. Incident Reports are important to allow us to identify any issues and trends so we can take appropriate action to keep members and the public safe. Incident Reports are also an MAAA requirement and our insurance policy requires that all accidents or incidents that could result in a claim to be reported.

Last weekend we had two instances where gliders came into contact with club members. No injuries resulted and we are still evaluating the Incident Reports. In both cases it appears that lack of communication between pilots was a contributing factor.

While you are flying and concentrating on your own model, it is important that you have a picture in your mind of where other pilots and their planes are. If everybody is flying from the pilots' box, this is straightforward. All pilots should fly circuits in the agreed direction and communicate with others, especially if they are going to do anything outside of regular circuits.

Pilots wanting to take off

With pilots located in the flight box, anyone wanting to take off is required to ask the pilots flying if it is OK to take off. If it is not busy it may be better for everybody if you wait until other pilots have landed. Only when the request has been acknowledged by all pilots and agreement received should a model enter the runway. If you have to enter the runway yourself you are required to announce this fact to other pilots, e.g. call "On the strip". Once you and your plane are clear of the strip you are required to let pilots know, e.g. "Strip clear". Ensure you move into the pilots' box area when your plane is airborne to assist with communication.

Pilots wanting to land

Pilots wanting to land are required to ensure that the runway is clear and let other pilots know their intention, e.g. "Landing". If several want to land within a short period of time priority should be given to those with low fuel, low batteries, etc. If you have an emergency landing call "Dead stick" to let others know you are committed to the landing with no ability to go around again. Be considerate of others when landing. If you land on the other side of the runway and take your time retrieving your model this can cause problems for those landing after you. When you have landed check with other pilots that it is OK for you to retrieve your model. Call "On the strip" as you enter and "Strip Clear" after you have retrieved your model.

Flying from other locations

If you are flying from anywhere other than the pilots' box, e.g. Bungee launch, the same basic principles apply. All pilots need to communicate with each other. This has to be done in such a way that all pilots know the location of all other pilots and there is a clear understanding of where landings and plane retrievals will take place. If pilots are flying from somewhere away from the pilots' box when you arrive at the field, ensure you communicate with them, ensure that you are clear on what they are doing and that they understand and are happy with what you want to do. Do not fly until you have done this.

Happy flying.

December General Meeting minutes



Date: 10 December 2023
Time: 2:00pm
Venue: VARMS Clubroom, Rowville
Apologies: Nigel Murray, Russ Pearce, David Anderson, Rosscoe Armstrong
Visitors: None

Meeting

1. **Opening:** Meeting was opened by President at 2:00pm with 18 members present.
2. **New Members:** Darryl John Doyle (still to be vetted).
3. **Previous minutes:** The previous minutes were accepted as published in Aspectivity.
Moved: Anthony Peate **Seconded:** Keith Schneider **Passed**
4. **Business arising from the minutes:**
 - a. Both tractor with slasher and ride on mower sold. New ride-on mower purchased.
 - b. Ongoing review of strip quality by Graham Sullivan.
 - c. QR codes now affixed to the VARMS sign and at both entrances to clubhouse with a link to the VARMS website.
 - d. Tony Rath now putting out and collecting bins in line with Council pickups – a big thanks.
 - e. Webmaster position now filled – Welcome Evan Green to the position.
 - f. Registrar position now filled – Welcome Ross Armstrong to the position.
5. **Correspondence:** The following items of correspondence were received and sent.
 - a. **Received:**
 - i. Quotes and payment for lawnmower.
 - ii. KCC - Child safe compliance policy.
 - iii. KCC – Leaking shed door.
 - iv. Email received re observed poor behaviour from club member.
 - v. Motion to change General Meetings back to Friday night.
 - vi. VMAA – Executive minutes.
 - vii. Australian Men’s Shed – Monthly newsletter.
 - viii. KCC – A note from Leisure.
 - ix. Other emails – political party and junk.
 - b. **Sent:**
 - i. Email from President to the member re behaviour.
6. **Treasurers Report:** The treasurers report was presented.

Moved: Tim Morland

Seconded: Keith Schneider

Passed

7. **Reports:** The following reports were presented.
- a. Aerotow – Next weekend – attention to the pilot briefing and paying special attention to model setup especially from pilots new to aerotow.
 - b. Training – Instructor course completed with five new instructors for VARMS.
 - c. Power – Nil to report.
 - d. Helicopter – Nil to report.
8. **General Business:** The following items were discussed.
- a. A second 12V power setup for banana plugs or crocodile clip is being installed. Thanks Anthony Peate. High intensity LED lights to show power ON not yet installed.
 - b. A request from some members for a possible shade cloth area to be established due to models (especially foam models) over-heating and/or bending in the sun. The possibility to replicate what we had at Briggs field will need discussion with KCC for approval. Ken Madill to action with Council and report back.
 - c. Tony Rath has been putting the bins out on a Thursday evening for Friday collection. He will now put them out on Wednesday for Thursday collection. Thanks Tony.
 - d. Field maintenance: Graham Sullivan has recommended that we require approximately 40m³ of soil to spread from the pilots' box area to the southern end of the strip. An almost unanimous vote confirmed authority for Graeme Sullivan to spend the approximate \$5,000 when required.
 - e. Tractor, slasher and mower sold for \$17,500 which makes it revenue neutral for the John Deere mower purchased for \$17,000. An amazing result.
 - f. Treasurer to check with bank whether we can withdraw early from our term deposit for funding for the artificial turf. Waiting on the answer to our grant application.
 - g. The family day was a huge success. Thanks to Rosscoe Armstrong & Keith Schneider for the food, as well as Andrew Allen's amazing success in making Christmas decorations using the laser cutter.
 - h. Recommendation of using "Good Sam" at the club and having a special guest on safety specifically in using the defibrillator and bandages for snake bites.
 - i. Recommendation confirmed to purchase special snake bite bandages with external markings to show when the correct tension is applied to the bitten limb.
 - j. Fun fly will be organised for Saturday 24 Feb 2024 with a backup the next Saturday 2 March. This will incorporate simple manoeuvres/tasks for both power and gliders.
 - k. Second windsock to be put on a pole so that it can be viewed easily on the webcam.
 - l. A motion was presented by Peter Cossins and seconded by Andrew Allen to hold future General Meetings on the second Friday of the month as it was pre-Covid. This would allow for a pre-meeting competition and time for special guest/speakers. A vote was taken by show of hands – overwhelmingly confirmed for the change.

9. **Next Meeting:** The next General meeting will be at 8:00pm Friday 9 February 2024 at the Rowville clubhouse.
10. A call was put out to the meeting for all books borrowed from the library to be returned before the end of the year. The Treasurer bought a copy of "Old Buzzards Soaring Book" for the club as the original has not been returned.
11. **Closure:** There being no further business, the President closed the meeting at 2:45pm.

WANTED - Articles for Aspectivity

New articles for Aspectivity needed now. Looking for some "Hints & Tips" items if you can do it. Send your images and imaginings to editor@varms.org.au. Thanks to prior contributors.



OR



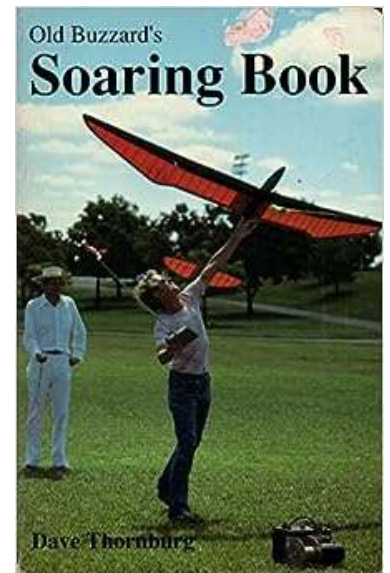
Library



The VARMS library seems to be missing some items. If you have been keeping something safe during the move, please return it to VARMS at your earliest opportunity.

In particular, would the person holding "**Old Buzzard's Soaring Book**" by Dave Thornburg please hunt it down and return it.

Max Haysom has offered to exchange it, on return, with a DVD copy of "**Old Buzzard Goes Flying**".



General Meeting

The next general meeting will be 8:00pm on Friday 9 February at VARMS clubrooms.

Club Room Alarm System

by Andrew Allen

In an attempt to make it easier and more straightforward for us all to access the club rooms, we recently made a few changes to the way the door entry and alarm system at the club operates.

1. Once the alarm system has been disarmed, the entry into the club room (not the workshop) will remain unlocked until the alarm system has been armed by the last member leaving. This means we no longer need to use the aluminium flap “door lock defeater” or swipe the FOB every time we want to enter via that door.
2. The last member to leave needs to ensure that the two access doors (club room and workshop) and the roller doors (verandah storage, club room to verandah, club room servery and three workshop roller doors) are all shut.

There is a scrolling display mid-screen that will indicate if any doors are open. If the message states one or more doors are open, you need to check and close the door/s that are indicated on the display before arming the system.



“Open Club Room ... PIR” may be displayed. This is because you are still in the room to arm the system. This is of no concern.

The same scrolling display will display only the time and date when all doors are shut and there will be a tick icon in the bottom left corner of the keypad display. This means the system can now be

armed.

3. If the system has not been armed by the last member leaving the field, the system will automatically



arm at 9:30pm.

If you are in the club room at this time, the keypad display unit will start to beep indicating it is about to arm the system. Simply use your FOB to disarm the system and, when you are leaving, arm the system using your FOB, as per normal last person to leave procedure.

NOTE: There have been far too many occasions recently where the alarm system has not been armed by the last member to leave. The automatic arming is a backup contingency to ensure our valuable assets are kept safe and secure.

Each time the alarm system is not armed, one of our committee members receives a phone call between 10pm – 1am informing them the alarm is not armed.

The procedure still remains that the last member to leave arms the system.

If you unlocked and disarmed the system when arriving at the field, then when you are leaving, if other members are still present, make sure to have a conversation with them to ensure they are aware they need to lock up and arm the security system.

F-F-F @ R-R-R

R-R-Regular F-F-F (Feed, Fix, Fly) nights are held at R-R-R (Rowville Recreation Reserve) 5:00 to about 9:00pm on W-W-Wednesday each w-w-week. Come and j-j-join in the F-F-FUN.

Captain Blonkhead wants you

Drinks \$1.00 per can

Ice creams \$2.00 each

We use the honesty system ... do YOU? R-E-S-P-E-C-T

Fridge empty? Top it up from the box below or tell a committee member.

Club Merchandise

I have VARMS embroidered caps in stock for \$20 each. If you would like one, email me at

lewmar@iprimus.com.au

see me at the club or call me on 9887 1060.

Lew Rodman



Upcoming Events

VARMS General Meetings are held at 7:30pm on the second Friday of the month (except January) in the Rowville clubrooms (8:00pm during Daylight Saving). Committee meetings are held on the Monday two weeks before the General Meeting at the clubrooms. Here is the schedule for 2024.

C'ttee Mtg	General Mtg	C'ttee Mtg	General Mtg	C'ttee Mtg	General Mtg
29 Jan	9 Feb	26 Feb	8 Mar	1 Apr	12 Apr
29 Apr	10 May	27 May	7 Jun	1 Jul	12 Jul
29 Jul	9 Aug	26 Aug	6 Sept	30 Sept	11 Oct
28 Oct	8 Nov	2 Dec	13 Dec		

Date	Description	Location	Contact	Host
17 Feb	VARMS aerotow	Rowville	Anthony Peate ordinary@varms.org.au	VARMS
24, 25 Feb	RC Funfly	Camperdown	Brendan Gee 0427 938 228 corangamitemac@gmail.com	CMAC
16 Mar	VARMS aerotow	Rowville	Anthony Peate ordinary@varms.org.au	VARMS
16, 17 Mar	RC Funfly	Koroit	Rod Mitchell 0423 964 781	WMAC
13, 14 Apr	Annual Funfly	Echuca	Fred West Secretary 0418 362100	EMMAC

Also see more RC events listed on the [VMAA website](#) and in the [VMAA News](#).

Training

VARMS training sessions are free to VARMS members and to the public and are run at the Rowville flying field from 10am to around noon every second Sunday. You will learn to fly an electric-launch, two-channel (rudder/elevator) glider. Training can take you from newbie to your bronze wings and going solo.

VARMS encourages members to continue training through to Silver and Gold Wings and eventually to become qualified as instructors.

L	11 th Feb	25 th Feb	10 th Mar	24 th Mar	7 th Apr
	21 st Apr	5 th May	19 th May	2 nd June	16 th June

News from the Committee

You may be interested to hear some of the topics discussed at last Monday's Committee meeting.

- The committee (Ken Madill and David Milne) is developing a Welcome Pack for new members.
- Discussion occurred around moving the pilots' box 2m west from its current location or allowing a strip of grass between the pilots' box and the landing strip to grow longer.
- The tractor and slasher have been sold and the proceeds used to purchase a new mower.
- A request to vary SOPs to allow operations by a tug over 25kg was rejected.
- The idea of an annual VARMS flying event was mooted.
- Committee agreed to meet the cost of routine maintenance of the rainwater UV/filtration system so that it would be safe to drink the tap water (approx. \$500/year).
- Committee agreed to return membership annual subscription fees to pre-Covid levels (plus inflation) and to consider lifting the joining fee in consideration of the great facilities now available.
- It was also considered prudent to consider setting a membership ceiling in view of the limits imposed by parking and other facilities at Rowville.
- Approval to spend up to \$3000 was given to the group setting up a workshop area in the clubhouse.
- Future Committee meetings will be held in person at the club rather than on Zoom.

Nigel Murray, Editor

Aerotow



by Anthony Peate



The next club aerotow is Saturday the 17th of February, weather permitting.

VARMS is keen to encourage members who haven't tried aerotowing to give it a go. This includes both new glider and new tug pilots.

Aerotow is a lot of fun and the tow phase of the flight is fairly simple as follows.

Before take-off, ensure controls operate correctly and the tow release works on an easily accessible transmitter switch.

Keep the glider wings roughly level using ailerons during the tow.

When the tow plane turns, keep the glider on the outside of the turn, like water skiing, so there is no slack in the line. The tow pilot will let you know when they are about to turn and which way. Talk to the tow pilot to ensure the tow angle is adjusted for the weight of your glider so the tow line doesn't get slack and the air speed is kept in the sweet spot. If the tow pilot asks you to release, do so immediately. Gliders have priority for landing.

The timings for the day are: 11:30am BBQ lunch; 11:50am Pilots' briefing; 12:00pm start aerotowing.

The ENCORE Story

by Alan Mayhew

Several months ago, I was asked to design a model to replace the Prelude for VARMS training as it is no longer available. The idea was to use the VARMS laser cutter to produce kits for those in the training school to build as their first model. The design needed to have the following features:

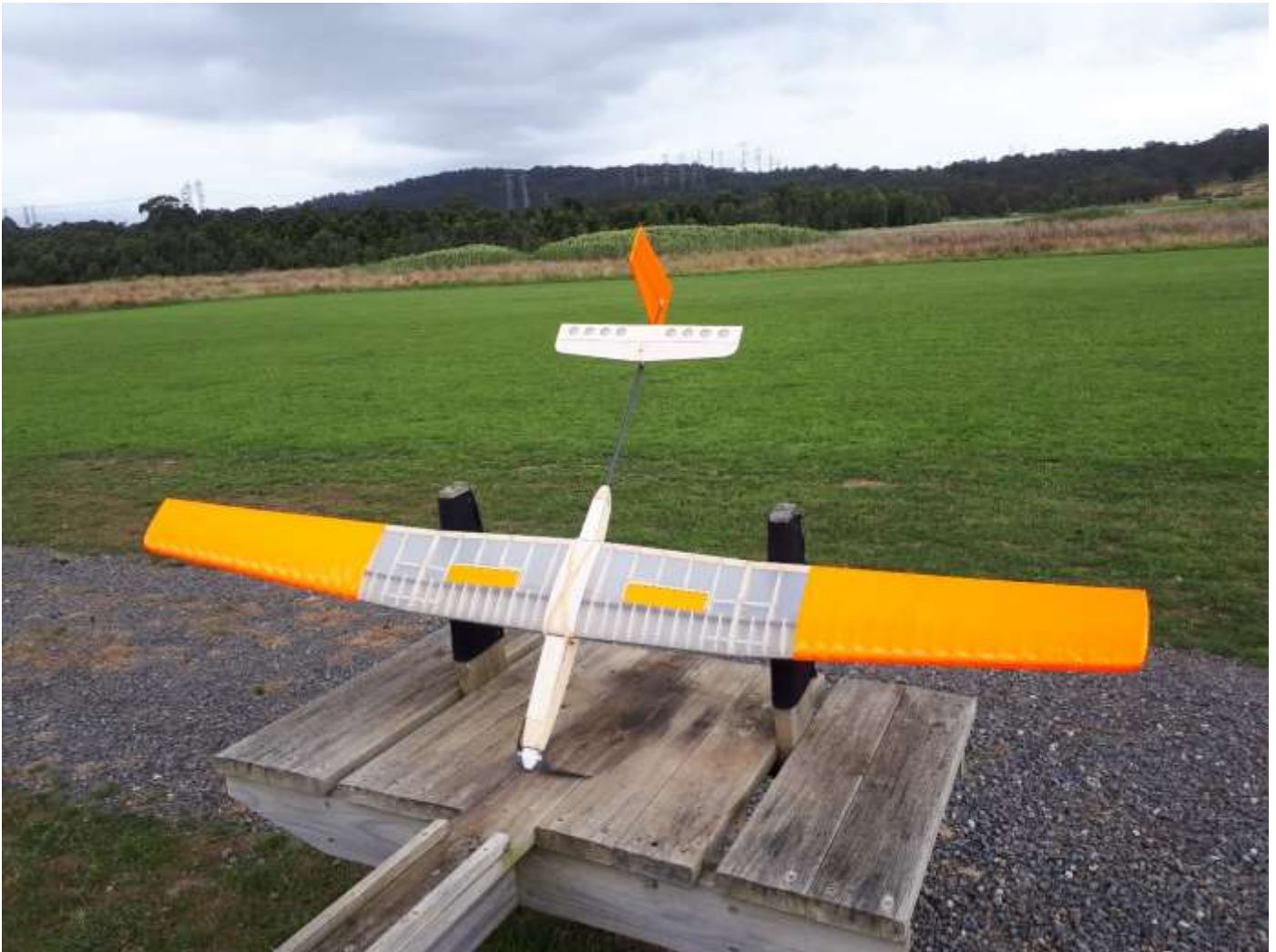
- Simple 2-channel model with a spoiler option
- Easy to fly
- An easy to build kit with components readily available from local suppliers
- A strong design to survive the inevitable mishaps in the training process
- Wings secured by rubber bands for ease of assembly
- A large battery for long motor runs

For the design, I decided to take my [OZeRES](#) design, simplify it and build it twice as strong. As expected, the model turned out twice as strong and twice the weight! The wing was easy to design on [devWing](#) as I had done this many times before. The fuselage, however, was more of a challenge. As I needed computer files to cut the model, I first needed to obtain [devFus](#) ([Profili software](#)), learn how to use it, then produce the cutting files.

The next challenge was to learn how to use the laser cutter. My thanks to Andrew Allen for his hours of patience in this process. In addition to this, I thought it a good idea to become a qualified flying instructor so I could introduce the model to the training school and be available for students who want to build an Encore.

I settled on a 3-part wing made with 1mm wall carbon tubes and laser cut ribs of 3mm lite ply. The panels are joined with two joiner rods and held in place with magnets. A flat bottom airfoil makes this an easy build process. The trailing edge is laser cut 1.5mm ply.

The fuselage is a simple 3mm ply box with a 10x1mm tail boom. The formers key into place and so the process self-jigs. The elevator mount is not so easy to build, so a 3D printed one was made thanks to Gary Ryan. The rudder and elevator are flat 4mm balsa, laser cut. Spoilers are set into the centre panel and can be activated later when needed.



The Encore kit is available to VARMS members on a materials cost only basis. The laser-cut ply components are currently provided free of cost by VARMS. There is a charge of \$28 to cover plan printing, balsa, magnets and hardwood blocks. You will need to purchase carbon tubes, etc. from local suppliers. These will cost approximately \$100. In addition, you will need a motor, ESC, battery and two small servos.

The Encore is a simple 2 metre, rudder elevator glider suitable for novice pilots. It has a robust construction which is designed for the first-time builder. The model will carry up to a 2200mAh battery pack for long motor run time and provision is made for the future addition of spoilers. The Encore is now being used at VARMS training.



If you are interested in the model, come to a training session, or contact me directly. A laser cut short kit is available for VARMS members at a minimal cost. The builder will need to buy carbon tubes and other parts to complete the airframe as well as an electric motor, ESC, battery and servos.

Parts provided by VARMS to members on an at cost basis are:

- Laser cut ribs, trailing edges, rudder, elevator and various other parts.

Parts you will need to buy:

- Pultruded carbon fibre tubes 2 of 10x8, 1 of 8x6, 1 of 6x4, 1 of 4x3, 2 of 3x1.5
- Carbon rod 1 of 4mm
- Aluminium tubes 2 of 5mm OD x 12in
- Plastic tubes 2 of 1m lengths x 3.5mm
- Piano wire 2 of 1m lengths x 1.4mm (pushrods)
- 1pkt Dubro 1/2A horns

Electric power system parts needed are:

- 40mm spinner assembly
- 42mm cross piece
- Electric motor 28mm OD out-runner 175 watts
- Folding prop 10x4in
- ESC 22 amp
- Servos 2 of 23x12mm metal gear (elevator, rudder)
- Servos 2 of 23x9mm (spoilers)
- Battery pack 3S (1550mAh is suggested)

It is best to obtain the above items once you have decided to go ahead with the build. A laser cut kit will then be allocated to you.

If you would like to test fly the Encore or have any questions, please contact me, Alan Mayhew, mobile 0412994213. Please leave a message if I am unable to answer.

Electric Tow Plane

by Edmund Ansell

An interesting aircraft at the Bordertown aerotow in South Australia, which was held over the weekend of November 17-19 last year, was an electric powered tow plane: a Seagull Models Decathlon.

The electric powertrain was put in by Trevor Pearce from SA who also supplied the pictures. One VARMS member who was there at the event and had his Hangar9 ASW 20 towed up by Trev's tow plane said it had about the same rolling distance before takeoff and climb rate as an ICE tug. He added that the tow was fast enough for his glider to sit rock solid behind the electric tow plane.

Trev says that when towing he uses first stage flap on takeoff and runs a clean trailing edge while in the air towing aircraft and that there is no need to touch the elevator to break with the ground. Full flap is deployed for landing which pulls the plane up quickly.

Trev feels that there is more down time with an electric tow plane. For something the size of the Bordertown aerotow, it is likely three electric tugs would be needed to do the same job as two ICE tugs, but Trev's plane was very popular and a good additional tow plane to have at the event. It did a lot of towing.

Here are some additional specs:

- Gas prop 27/10 (will try an electric one in the future)
- ESC: 250A
- Motor: Rotomax, 100cc equivalent, 7,100W, 167KV
- Battery: 12-cell, 44V system. This plane had two 6-cell Tattu 14,000mAh, 25C batteries placed under the pilot's seat.
- CG: needed a small amount of weight under the tail.



Tim Morland from VARMS has recently posted two videos on the same theme which shows that rudder elevator gliders can be successfully towed into the air as well, titled [Electric Aerotow. VARMS](#) and [VARMS Electric Aerotow 2](#).

The 2024 Easter Jerilderie Scale Glider Rally is worth considering even if a member doesn't have a scale glider. At times there is GPS flying and F5J, Sport, and eRES flying. Those who have little experience at

aero towing will find the skilled tug pilots can quickly identify a problem the glider pilot might have and

respond to it. Landing isn't a problem with such a vast area of open space. There is usually some night flying as well for those with night flying aircraft.

If the weather is warm, attendees can doss down for the night beside their vehicles parked on the flight line, or there is limited good motel type accommodation at the caravan park. The atmosphere is inclusive and accommodating. Recently built ablution blocks are in use. Perishable food can be stored in a fridge in the pavilion and attendees gather for a barbeque one night of the event. Good coffee may be had at the Jerilderie Bakery.



So, if there is little on for you this Easter, come on up to Jerilderie and hob knob with others who have a similar interest to yours and marvel at the amazing craftsmanship and small-scale engineering in some of the aircraft and ... umm, why not have a fly yourself?

Aerial Photographs of Rowville

by Colin Kahn



Colin has provided these shots of the Rowville flying area taken in late January.



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Medina - 2m RES glider ARF	\$655
Avanti - 3m REAS electric glider kit, glass fuselage	\$640
Avanti - 3m REAS electric glider kit, built-up fuselage	\$470
Vinco TR - 4m F5J moulded glider	\$3,220
Fury - 1.5m electric moulded glider	\$1,290
BAMF 2 - 1.5m moulded DLG	\$1,290
ASW 12 - 6.3m Scale GPS racer	POA

www.performancemodels.com.au

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

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.

Affiliated with Federation Aeronautique Internationale (FAI),
The World Air Sports Federation, Organisation No. A0001504U,
Model Aeronautical Association of Australia (MAAA), and
Victorian Model Aeronautical Association (VMAA)



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 and the club has just established a new base on Police Paddocks at 1405 Stud Road Rowville, an outer eastern suburb of Melbourne, Australia with the assistance of Knox City Council.

VARMS organises competitions in slope and thermal soaring and members operate 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 at 2:00pm on the second Sunday of each month (except January) at the club rooms in Rowville. Visitors are welcome. Formalities, and sometimes a special presentation, are usually followed by lively discussion on matters of interest to aero-modellers followed by a cup of your favourite brew.



If undelivered return to:
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