

Issue 584
May 2024

Victorian Association of Radio Model Soaring



First issued 26 April 1970.

1405 Stud Road, ROWVILLE 3178



Aspectivity

Deadline for the next Aspectivity is Friday 7 June or earlier please, one week prior to the general meeting held on the second Friday of the month, i.e. Friday 14 June at 7:30pm in the club rooms.

President's Prattle 8

by Ken Madill



April has been a relatively quiet month. Unfortunately, Graham Sullivan did not get to do any work on the runway due to circumstances beyond his control. However, the recent rain seems to be closing up the cracks and we will wait and see what happens over winter.

Even though it is almost the end of our financial year we are still getting a regular stream of new applicants to join VARMs. We are currently the largest club in Victoria.

I went to the Monty Tyrell scale event at P&DARCS on both the Saturday and Sunday. The weather was ideal and it was an excellent event. It is interesting to reflect on how much has changed over the years. Twenty-five years ago my ¼ scale Tiger Moth was a big plane; now it is on the small side. Scratch built models are becoming less common. Several planes were powered by petrol engine radials up to 250cc. Large jets are also relatively common: one model had twin 26kg thrust turbines. Other things that have changed over the years are radios and servos. Radios have become cheaper, far more reliable and can be programmed to do almost anything and many provide telemetry feedback. However, the price you pay is having to learn how to program them. The range of servos is astounding. There is a wide variety of sizes, voltages and

torques. The standard used to be 3kg.cm servos that were used for almost everything. Now 25kg.cm and even 40kg.cm are becoming common. It is interesting to reflect where the hobby will be in another 25 years.

Progress is being made in the workshop with a dust extraction bench almost complete. We are currently (pun intended) in the process of arranging for two pendant power points to be installed. This will allow the use of power tools without having to have leads on the floor.

I would encourage all members to make use of our workshop facilities. My vision is that we will have a facility that will allow any members who have limited building space at home to work on projects in the workshop. Also to provide sufficient spares and tools so repairs can be carried out at the field. We have all had the problem of not being able to continue flying because of a minor problem such as a broken servo arm or lost wheel collet. Paul Van Tongren has sourced and labelled some small storage containers. The intention is to provide all members with a range of commonly required spares. If you can assist in any way with this project please get in touch with me. We need to source miscellaneous spares. This can hopefully be done by members contributing extra items they have in their workshops. I encourage you to have a look and see what items you have that could be contributed. Volunteers who can help sort and catalogue spares are also needed.

Glider tows continue to be relatively well attended with some excellent flying conditions at the last event. We are opening up the next glider tow to members of other clubs. If you have friends who have gliders or tow planes, please let them know they are welcome to join us on the 18th May.

Happy flying.

April General Meeting minutes



Date: 12 April 2024
Time: 8:00pm
Venue: VARMS Clubroom, Rowville
Apologies: Colin Kahn, Nigel Murray, Graham Sullivan
Visitors: Nil

Meeting

1. **Opening:** Meeting was opened by President at 8:00pm with 18 members present.
2. **New Members:** Nil
3. **Previous minutes:** The previous minutes were accepted as published in Aspectivity.
Moved: Keith Schneider **Seconded:** Mick Barlow **Passed**
4. **Business arising from the minutes:**
 - a. Evan Green is IT Coordinator and temporary Registrar. He has been putting in a lot of work reviewing membership renewal procedures and attempting to streamline the process. MAAA software is not yet up and running. This will be reviewed before the end of the financial year and a decision made on what steps will be required to ensure a smooth membership renewal.
 - b. David Milne raised the point that under our constitution (boilerplate for Clubs, etc.) the club Treasurer is ultimately responsible for finances and not MAAA. He will be contacting MAAA to clarify.
 - c. Colin Kahn has procured a new printer and consumables for printing of club badges. We have offered to do badges for P&DARCS. Cost of printing a card is approx \$1.50. Expect amortisation to be over two years. Advantage is immediacy and quick updating of replacement cards, eg, to update Wings category. The darker blue one was voted best.

- d. Potential clash with scale modelling group with general meeting times was raised. President assured the meeting that this had been discussed with the scale modelling group and would not be a problem.
 - e. Graham Sullivan is waiting on availability of school trailer to bring the tractor over to carry out runway improvements.
 - f. Tom Tan might be able to get a qualified guest speaker to demonstrate the use of the AED (de-fib machine) for a future meeting.
 - g. Dimi has offered to assist members with CAD requirements for laser-cutter projects.
5. **Correspondence:** The following items of correspondence were received and sent.
- a. **Received:**
 - i. Australian Men's Shed newsletter
 - ii. Australian Men's Shed Nuts and Bolts newsletter
 - iii. KCC – A Note from Leisure – An inspection of the club facilities is due
 - iv. KCC – various emails
 - v. Incident reports
 - vi. VMAA Executive Minutes
 - vii. Other emails – political party and junk
 - b. **Sent:**
 - i. Email regarding member behaviour and incident.
6. **Treasurer's Report:** The treasurer's report was presented. Treasurer noted there had been a timing issue re liquidating funds to cover the artificial grass and requested members obtain authorisation from committee members before incurring expenditure on behalf of the Club.

Moved: Keith Schneider

Seconded: Tim Morland

Passed

7. **Reports:** The following reports were presented.
- a. Fun Fly – A good time was had by all participants. Next FF is scheduled for 25th May. Bring one plane – glider or power – to fly all events. Format will be changed so that each contestant will fly three of the events in one flight. These will be: most loops in one minute, fast and slow and spot landing. It is envisaged another event such as timed flight will be added. This should allow more than one round to be flown.
 - b. Monty Tyrell Scale Rally on 21-22 April at P&DARCS. All welcome.
 - c. Aerotow – Next scheduled Saturday 18 May. Invitations to other clubs for this event.
 - d. Training – Sunday training continuing successfully. We now have four sets of buddy boxes.
 - e. 1/2A electric – lot of interest – also designing a club model that can be cut on the laser cutter.
8. **General Business:** The following items were discussed.
- a. Member induction process – President leading the induction process. Suggested that an additional committee member join Ken so we are all familiar with process and are singing from same hymn book.
 - b. New ID Cards – see above.
 - c. Graham Sullivan – Soil on strip – see above.
 - d. New chairs for the artificial grass. Also, something to spread the load of the table legs. Still being investigated.
 - e. 12V power supply not working – fixed.
 - f. President indicated his desire for a VARMS themed "Event", open to all clubs, possibly a glider tow over one or two days.
 - g. ANZAC day gathering coming up – bring your "scale" warbird. Graham Sullivan will provide traditional ANZAC biscuits.

9. **Next Meeting:** The next General Meeting will be 7:30pm Fri 10 May 2024 at the Rowville clubhouse.
10. **Closure:** There being no further business, the President closed the meeting at 8:50pm.

General Meeting

The next general meeting will be 7:30pm on Friday 10 May at the VARMS clubrooms.

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



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.

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During his air test a young pilot flew through a rainbow. He passed with flying colors.



Club Merchandise

I have VARMS embroidered caps in stock for \$20 each, embroidered VARMS logos \$10. 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



Don't expect to eat something fancy when you're flying because it's plane food.

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	25 Mar	12 Apr
29 Apr	10 May	3 Jun	14 Jun	1 Jul	12 Jul
29 Jul	9 Aug	2 Sept	13 Sept	30 Sept	11 Oct
28 Oct	8 Nov	2 Dec	13 Dec		

Date	Description	Location	Contact	Host
11 May	Thermal Challenge	Rowville	1 – 4PM	VARMS
18 May	Aerotow	Rowville	Anthony Peate	VARMS
18, 19 May	Autumn Scale Rally	Albury-Wodonga		TMAC
18, 19 May	Mid May Muster	VMAA State Field Eastern Goon Nure	BADMAC website	BADMAC
25 May	Fun Fly	Rowville	Ken Madill	VARMS
25 May	50 th Anniv. BBQ	Doncaster		DAC
8-10 June	Aust Model Expo	Sandown	Laurence Farrugia 0438 726 176 AH	Model Expo
15 June	Aerotow	Rowville	Anthony Peate	VARMS

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

Traveling on a flying carpet is a rugged experience.

Training

VARMS training sessions are free to members and the public and are run at Rowville from 10am to noon every second Sunday. You will learn to fly a two-channel glider. Training can take you from beginner to your bronze wings and going solo through to silver and gold wings and becoming an instructor.

L	5 th May	19 th May	2 nd June	16 th June	30 th June
	14 th July	28 th July	11 th August	25 th August	8 th September

VARMS FUN FLY - Saturday 25th May

This event is open to all club members. We will have categories for beginners and advanced. If you don't have your wings you can still fly with another club member next to you.

Each competitor will be required to do the following in one flight.

Fast/ Slow

This consists of a timed fast flight along the runway and a timed slow flight. Aim for the biggest difference in times possible.

Loops

Maximum number of loops in one minute.

Spot landing

As close as possible to the centre of a circle in front of the pilots box.

Scoring

The score will be the difference in seconds between the fast and slow flights plus the number of loops less the distance in meters from the landing centre point where the nose of the model comes to rest.

Doing all events in one flight should allow all pilots to fly at least two rounds.

For those who are interested we will have a combat flight (with streamers attached) after the competition rounds.

Bairnsdale MID MAY MUSTER

18th and 19th May 2024

Gates open 17th to 20th

MAAA Pilots \$30 - Includes Entry into \$250 door prize

MODEL OF THE MEET **TROPHY** plus Prize

White Elephant draw for all pilot entrants

No Restriction on model Numbers or Types

*EVENT CAMPING \$10, TOILETS, HOT SHOWERS, BBQ AND FIRE PIT,
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The cost of the space program is astronomical.

50 Years Ago

It might be interesting to learn what was top of mind for VARMS members fifty years ago. Here is an extract from Aspectivity number 48 of June 1974.

Letters to the Editor 9th June 1974

Dear Sir,

We write this letter prior to the A.G.M. in the hope that it will stimulate thoughts among the members as to the future course of our Association, as far as our association with V.A.R.C.A. is concerned. It has become apparent over the last few years that a substantial proportion of V.A.R.M.S. members and ex-members are dissatisfied with the value obtained from being associated with V.A.R.C.A. and higher bodies. We feel that in terms of money spent for value of return (\$180 at \$3 per member which represents 30% of our annual subscription income), we are subsidising a political game played by certain people who get their kick out of aeromodelling politics. We must not forget the prime purpose of our Association which is to promote the activity, participation and fellowship involved with R.C. soaring. In essence, we question the worth of our contribution to V.A.R.C.A. in terms of benefits obtained for the money spent.

From our observations in the past V.A.R.C.A. has achieved very little in the way of direct benefit to our association, although in fairness it serves the needs of the R.C. power clubs to a greater extent. Looking back, what do we see?

1. Our members are automatically affiliated through to F.A.I. level so that record attempts and National Championships involvement are valid.
2. In reference to the arguing point made at last year's A.G.M. about the need for V.A.R.C.A. affiliation for the reason of frequency band planning, we see that one year has passed since without positive progress. It is all still talk.
3. Insurance scheme - This has been on record for well over 1 1/2 years and is as yet not operative so that no portion of our \$3 affiliation goes toward this, besides we have nearly always had our own Insurance scheme.

So much for that. Now consider this - Is F.A.I. affiliation really necessary for 100% of our membership considering that only ONE member (Alan Villiers) entered in last year's National Thermal event? Secondly, one might ask - "what about State championships events. Doesn't one have to be affiliated with V.A.R.C.A. to be able to enter" The answer is YES, - but Haven't we (V.A.R.M.S.) run every State Championship Gliding event ever held. The only contribution that V.A.R.C.A. made was in the form of verbal directives as to how the proceeds could be spent with regards to trophies and what percentage V.A.R.C.A. could rake off afterwards. In plain fact, the total administrative effort and man-power required to run the State Championships was provided by us (V.A.R.M.S.) and therefore we see no reason in future why this can't be done again without V.A.R.C.A.

Model Politics: Both of us have represented V.A.R.M.S. as delegates to V.A.R.C.A. and generally agree that V.A.R.C.A. meetings are pre-occupied with procedural matters rather than basic modelling "tin tacks". We recall countless times where "points of order", amendments to motions, amendments to amendments and general verbiage have all wasted valuable committee time. Sometimes the scene resembles a school room court-house. Whilst we appreciate that any form of Committee has to operate under some sort of order, we feel that in fairness to the V.A.R.C.A. people involved who are no doubt trying very hard, that the "efforts of the V.A.R.C.A. set-up is being ill directed.

We also feel that V.A.R.C.A. concerns itself more with interclub Power R.C. liaison (D.D.A.R.C.S., K.D.M.A.S., M.A.R.C.S., G.A.G.S., L.D.M.F.A.) as far as their club activities are concerned. Things such as 2 1/2 c.c. pylon racing, interclub competitions etc. none of which concern gliding, V.A.R.M.S. delegates had great difficulty in getting a Trans-Tasman gliding event included in the next series and even then we have no say in who is selected.

Affiliation - How it stands regarding all aeromodelling interests in Australia:

The present organisational set-up has been wrongly conceived, and furthermore it is unwieldy. It is impossible under the present set-up to find an ordered progression of interests. Take for example, in the lower echelon, we see that K.D.M.A.S., Knoxfield and Lilydale are general aeromodelling clubs which are first affiliated as R.C. clubs and then through the V.M.A.A. affiliated as general aeromodelling clubs. It seems far more sensible under these circumstances, for these clubs to affiliate directly to a general aeromodelling body such as V.M.A.A. than the present "hotch potch" situation. An alternative to this situation would be the formation of a National Gliding body, a National Free Flight body, Control Line body, Model Rocketry body etc. This would enable each sector to deal more directly at a national level without dealing through a multi-tiered administration which we now have and which is very inefficient. For example, if gliding were to grow to the extent that we could field a national gliding competition - under the present system it would be organised by the M.A.A.A., and the effort required would be ever so much greater due to the strangling effect of "red tape" imposed by the other modelling bodies.

In finishing, we would like to officially put a Notice of Motion to the A.G.M., that - "V.A.R.M.S. ceases to affiliate with V.A.R.C.A."

Regards,

Ralph Learmont and John Patterson

The following was printed in Aspectivity 50, August 1974, but was actually read out at the A.G.M. of 5 July 1974 in response to the letter of Learmont/Patterson.

EXTRACT FROM G. BURLEY'S LETTER.

The following is an extract from a letter written by Graeme Burley. As this letter was read in full at the AGM, only facts concerning changes in the hierarchy have been presented. (Ed)

!!..... A major administrative change is to take place at the end of June 1974. VARCA will cease to exist as such. This new administration is "tailored" to suit the needs of the aeromodeller, and "streamlined" to the needs of the future.

All aeromodelling in this State will now come under the direct control of the VMAA with sub-committees of local management to assist. Ours will be known as the Radio Control Management Committee.

The new VMAA will, amongst other things;

1. Manage all finances and affiliation on a club and individual basis.
2. Administer the new individual Public Risk Insurance policy which takes effect from 1st July 1974.
3. Liaise, on behalf of all aeromodellers, at a Club & State level, with the new State Government Dept. of Youth, Sport & Recreation with which our club is officially registered.
4. Continue to use R.M.I.T. on an expanded basis to include meeting rooms, library, wind tunnel, film screening facility including lectures on related topics by R.M.I.T. lecturers.
5. Liaise, through MAAA with P.M.G. for additional or better frequency (The PMG have already agreed to a common permit date) and the new R.C. Management Committee appointed by MAAA to act on their behalf.
6. Organise through the new Management Committee, competition and State Championships. Further defined areas of operation can be ascertained by reference to the proposed new VMAA Constitution which is "timed" to operate from 1st July 1974.

I think it should be pointed out that besides the obvious benefits already referred to, our affiliation through the State level of VMAA and the National level of MAAA automatically ensures us of membership with the World body of aeronautics, viz. International Aeromodelling Committee (C.I.A.M.) of the Federation Aeronautique Internationale.

I further point out to our membership, that in the future, only members affiliated through VMAA, MAAA & FAI will be allowed to enter State and Nationals, Overseas (International) aeromodelling Championship events.

Graeme F Burley VARMS No. 59 - Life Member VMAA

If you get sick at the airport it could be a terminal illness.

RCGA/VARMS eRES

by Bruce Clapperton



www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	BLACKBURN, Hugh	6000.0	100.00	6709.7	1000.0	*709.7	1000.0	1000.0	1000.0	1000.0	1000.0
2	CLAPPERTON, Bruce	5993.7	99.90	6795.7	993.7	1000.0	1000.0	1000.0	*802.0	1000.0	1000.0
3	MAYHEW, Alan	5898.7	98.31	6489.3	987.1	*590.6	1000.0	981.2	946.0	984.4	1000.0
4	TRONE, Geoff	5423.6	90.39	5969.6	652.0	949.8	849.3	1000.0	*546.0	978.1	994.4
5	HOUDALAKIS, Jim	5380.3	89.67	5975.3	1000.0	*595.0	817.4	1000.0	961.0	1000.0	601.9
6	PRATLEY, David	5087.6	84.79	5634.0	601.3	1000.0	*546.4	812.3	1000.0	683.4	990.6
7	SWIFT, Mark	4961.7	82.70	5524.6	1000.0	741.6	*562.9	837.0	571.0	925.0	887.1
8	STENT, marcus	4936.5	82.28	4936.5	479.1	879.2	646.9	*0.0	1000.0	931.3	1000.0
9	COSSINS, Peter	4647.3	77.46	5209.8	579.9	893.4	*562.5	842.4	619.5	824.5	887.6
10	PEARCE, Russ	3899.4	64.99	3899.4	955.3	934.2	433.8	771.2	804.9	0.0	*0.0
11	FRYER, Kevin	3864.2	64.40	4301.7	690.1	519.7	575.0	770.1	455.4	*437.5	853.9
12	HABEL, Richard	2426.2	40.44	2426.2	773.2	1000.0	653.0	0.0	0.0	0.0	*0.0

Twelve pilots enjoyed great weather for seven rounds of eRES on Sunday 14th of April. Winds light to variable made for some good thermal hunting. Good to see newcomers Richard and Mark join in the fun and win one round each. With Marcus choosing the experimental plane option, the field was hotly contested at the top of the leaderboard. After seven rounds we left the paddock to the kangaroos and went inside to crunch the numbers. Congratulations to Hugh Blackburn winning by 0.1% ahead of Bruce Clapperton.

Where is the Automated External Defibrillator?



The AED is hung on the east wall of the club near the roller door as shown above.



News from the Committee



- Still working on a Welcome Pack and process for new members. The MAAA “Jungle” program for memberships is still unavailable and looking increasingly unlikely.
- Three new member applications were approved this month.
- The President will contact the footy club regarding the use of the VARMS car park and possible overflow parking at Oval No.2 when VARMS conducts an event.
- Committee purchased a membership badge-making machine and samples of its output are shown at left.

Nigel Murray, Editor



Jerilderie

Mike Ansell was fortunate enough to attend the Jerilderie weekend, 29 March to 1 April and has submitted the following photographs and notes.



The local bakery at Jerilderie.



Main street of Jerilderie showing the weather conditions. Quite often blue sky flying at Jerilderie or flat cumulus with heavy inversion above them. This year well developed cumulus even towering cumulus at one time. [Tim Morland's video](#) shows the beautiful flying conditions this year.



The two gliders above have been built from scratch.



Theo's beautiful ASW15. Don't know much about it.

For years Tim Morland has flown the only Fokas at Jerilderie but this year two more were brought to the event. This is a photo of one of them. Tim can tell you more about them and how well they flew compared to one another. I think that he told me that they were heavier than his.



Southern Sailplanes glider in the foreground. Darryl B from Mildura brought this neat model along.



Aerotow



by Anthony Peate

The next club aerotow is Saturday the 18th of May, 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.

VALE David John BELL

by Glenn Salisbury

R/C modeling lost one of its brightest stars in a tragic motor accident on the 18th April.

Dave (aka Dinga, Belli, Shorty, Short-Arse & Pygmie) was a contradiction; a massive personality in a diminutive body. He was a great mate and had a huge number of friends, as evidenced by the number of people at his funeral. He was friends with all types, not just those in aerospace or aeromodelling. There had to be at least a couple of hundred people there and 124 people watched the live stream – a popular bloke indeed. When his coffin was wheeled to the hearse a huge number of aeromodellers formed a guard of honour. It was a moving sight.

Dave's first job was as a diesel mechanic and later he became a LAME (Licensed Aircraft Maintenance Engineer). He was the go-to person in SW Victoria and soon became known across all of Australia as one of the best. On our 2023 trip to Manilla we stopped at HARS in Parkes and he knew a bloke in an adjoining hangar. Went in to say hello and got offered a job! Similarly, after this year's Inglewood he was off to work on a warbird restoration project in Queensland.

Dave, along with his father, had a business operating and maintaining aircraft; we think even operating a small regional airline in the mid 1980's. Dave and his father had many aviation-related adventures travelling the world, ferrying aircraft internationally and mixed it with the greats of the industry; think the likes of Chuck Yeager, Burt Rutan and Bob Hoover.

Dave possessed some serious full-sized piloting skills. Singles and twins with ratings galore. He even flew some glamorous heavy-metal types such as the T-28 Trojans and his all-time favourite, the Hawker Sea Fury. He only recently sold his last aircraft and still had a fair number of spares and tooling to sell.

Dave's introduction to aeromodelling came when the Warrnambool club lost their old flying site and Dave's dad offered them space on their fairly large chunk of land. He was enthused by watching the models and soon started building and flying his own. His collection has grown enormously since then and is huge! His mates have a big job ahead of them to sell them off on behalf of the family. We have a fair idea of how to go about it and how Dave would want it to be carried out – he had almost finished clearing the estate of one of his close mates, getting over \$22,000 for the friend's widow.

He was a keen, keen clubman and always supported local club events such as Warrnambool fun flies, Camperdown fun flies and various Cobram events. He also travelled to many events; slope events such as Tappanappa, Camperdown & Manilla, aerotows at Jerilderie and Bordertown. He had also started building scale power models and we had trips planned to major scale events.

Dave flew almost every genre of fixed wing models. His passion was gliders, especially slope soaring. He loved sports models as much as his scale models. Thermal models, electric gliders, PSS, he loved them all. He was a regular at aerotow events and even put together an extremely overpowered Extra tow plane. He was known (and teased) for his large number of 'projects'. Those that we know of include a Hurricane, a quarter scale Sea Fury, a 5m Slingby Petrel, a Bhyon sloper, a Sopwith Pup, the list goes on and on.

He was not only an accomplished RC pilot, but was the model launcher of choice at the slope. He loved a chat – when Dave rang you better have at least thirty minutes to spare. Calls often went for ninety minutes but were never a chore. He had a wonderful sense of humour and possessed the worst foreign accent impressions – cringeworthy at the best.

Dave is survived by his sons Dean & Ryan, Ryan's partner Maddison and his newly born grand-daughter, Grace.

To close this obituary, I'd like to use his son Ryan's words:

“Fly high little man”.



VARMS Office bearers

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Webmaster	Evan Green		web_master@varms.org.au

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:
VARMS Inc.
P.O. Box 4096
KNOX City Centre VIC 3152

