



1405 Stud Road, ROWVILLE 3178



Aspectivity

Deadline for the next Aspectivity is Friday 6 December or earlier, one week prior to the general meeting held on the second Friday of the month, Friday 13 December at 8:00pm in the club rooms.

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 but only every second month unless there is pressing business. Here is the schedule for 2024/25.

C'ttee Mtg	General Mtg	C'ttee Mtg	General Mtg	C'ttee Mtg	General Mtg
28 Oct - no meeting	8 Nov	2 Dec	13 Dec	30 Dec – no meeting	10 Jan – no meeting
3 Feb 2025	14 Feb 2025	3 Mar – no meeting	14 Mar	31 Mar	11 Apr
28 Apr – no meeting	9 May	2 Jun	13 Jun	30 Jun – no meeting	11 Jul
28 Jul	8 Aug	1 Sep – no meeting	12 Sep	29 Sep	10 Oct
3 Nov – no meeting	14 Nov	1 Dec	12 Dec	2026	

General Meeting

The next general meeting will be 8:00pm Friday 8 November at the VARMS clubrooms. Colin Collyer will talk about his new 1/3 Ka6.

Date	Description	Location	Contact	Host
2 – 4 Nov	Warbirds over Bairnsdale	Goon Nure, Bairnsdale		BADMAC
10 Nov	Scratch/Kit Built Scale Rally	Fowler Rd Pakenham		P&DARCS
23-24 Nov	BRAG Fun & Float Fly	Willow Grove Gippsland	events@bawbawrc.com.au	BRAG
22-24 Nov	Bordertown Scale Glider Fun Fly	Bordertown Airport, S.A.		SSL
23-24 Nov	Fun Fly & Swap Meet	Byaduk North	Enzo Diana	HMAC

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

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	6 th October	20 th October	3 rd November	17 th November	1 st December
	15 th December				

October General Meeting minutes



Date: 11 October 2024
Time: 8:00pm
Venue: VARMS Clubroom, Rowville
Apologies: Colin Kahn, Jack Bhalla, Mani Riederich, Mick Clifford, Bruce Clapperton, Keith Schnieder
Visitors: Ted Wilson (Yarra Valley)

Meeting

1. **Opening:** Meeting was opened by the President at 8:00pm with 30 members present.
2. **New Members:** Nil.
3. **Previous minutes:** The minutes of the August meeting were accepted as published in Aspectivity.
Moved: John **Seconded:** Geoff Moore **Passed**
4. **Business arising from the minutes:**
 - a. General meeting now starts at 8:00pm with recommencement of daylight saving.

- b. Gate padlock now changed to a combination lock, all seems to be working well. Please put lock on top of metal staple with numbers facing up.
- c. Flyers produced for the "The Hobbyman" as per last meeting. \$60 for 300 flyers.
- d. Work on the runway is progressing well. Rain and sun have been highly co-operative. It is looking better.
- e. The risk analysis requested by Knox Council is progressing.

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. VMAA – AGM Minutes and Election Results.
- iv. KCC Various emails. Including one about the car parking for VARMS members warning sign.
- v. KCC re Parking Sign at entrance – ONGOING.
- vi. Other emails – political party and junk.

b. **Sent:**

- i. Various - KCC.

6. **Treasurer's Report:** The Treasurer's report was presented. The Treasurer advised the meeting of the finances in detail.

Moved: John Walker

Seconded: Russ Pearce

Passed

7. **Reports:** The following reports were presented.

- a. Power – no report, Mick away.
- b. Glider – a short talk about the fun at Wangaratta.
- c. Helicopter – flying should be in the helicopter area unless in the power where the "pattern" needs to be followed.
- d. Laser – busy with Stardusts. Approach Andrew Allen with wants/needs. Ply available at cost. Gold coin donation as cutting fee is appreciated. New laser units cost about \$1000.
- e. Member Induction – up to date.
- f. Training – no report, Bruce away.

8. **General Business:** The following items were discussed.

- a. Halloween Fun Fly – 19th October 2024. Ken anticipated some local press coverage/promotion.
- b. eRes competition this Sunday starting at 12pm.
- c. Stardust fun fly Wednesdays. Eight turned up last Wednesday.
- d. Committee meetings now bi-monthly. New member approvals will still take place monthly by electronic means if necessary.
- e. Signs now installed on the assembly tables to overcome the problem of people storing models and equipment on them for long periods. Common sense is encouraged.
- f. Membership tags up to date for current members.
- g. Security system fobs are up to date.
- h. Plastic modeling group meeting every second Friday (or Thursday to avoid clashes with General Meetings).
- i. Next Wednesday – school children from Westall SC coming back.
- j. Pilot box to be moved back from the strip 2m and a second pilot box installed. New arrangement will comply with MAAA requirements.

- k. A working bee will be scheduled for necessary works/improvements.
 - l. Curtain-style caps may be able to be sourced for members.
 - m. A proposed inter-member internet communication scheme was discussed at length. Work will continue developing it, as there appeared to be general agreement (by show of hands after discussion) for an opt-in approach.
9. Tom Tan demonstrated the location and correct use of the AED (Automated External Defibrillator) and CPR (cardio-pulmonary resuscitation). His presentation was much appreciated by all. Remember: DRS ABCD (Danger, Response, Send for help, Airway, Breathing, CPR, Defibrillation).
 10. **Next Meeting:** The Next meeting will be Friday 8th November 2024 at 8:00pm.
 11. **Closure:** There being no further business, the President closed the meeting at 9:30pm.

News from the Committee

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

- AGM will be 2nd Friday June of each year.
- There was consensus to continue monthly general meetings but try to spice them up with show and tell and a supper. Colin Collyer has accepted the task of talking about his new 1/3 Ka6 at the November meeting.
- Two new member applications were approved this month.

Nigel Murray, Editor

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.

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



WHY DOES A CHICKEN COOP ONLY HAVE TWO DOORS? BECAUSE IF IT HAD FOUR IT WOULD BE A SEDAN.

FIELD USAGE TIMETABLE		
Sat	Power 8am - 1pm*	Glider 1pm* - Dusk
Sun	Glider Dawn - Dusk	
Mon	Power 8am - 1pm	Glider 1pm - Dusk
Tue	Glider Dawn - 1pm	Power 1pm - 5pm^
Wed	Power 8am - 1pm	Glider 1pm - Dusk
Thu	Glider Dawn - 1pm	Power 1pm - 5pm^
Fri	Power 8am - 1pm	Glider 1pm - Dusk
Sat 1pm* unless aerotow 12pm Power 5pm^ AEST or 8pm AESDT		

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Providers of an extensive range of aeromodelling supplies including:

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Vladimir's Models
Hyperion Australia

www.hyperionaustralia.com.au

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0415 412 096

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



Vintage Car Club Visit



Members of the Bayside Vintage Car Club are making VARMS the destination for their drive on Saturday 9th of November, coinciding with aerotow. Please make them welcome and show them around.

They are only a small club, and it is a fair distance, so we may only see a few classic cars. I know that VARMS members have a special car or two lurking in the shed. So bring them along as well and we will make a day of it.

Bruce Clapperton

Aerotow



by Anthony Peate



Photo credit Col Collyer from Facebook

The next club aerotow is Saturday the 9th of November, weather permitting. Aerotow is normally held on the Saturday after the monthly Friday General Meeting. Check the Events calendar on the [VARMS website](#).

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

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

Here are some aerotow dates to note:

- Saturday 9th November 2024
- Saturday 14th December 2024
- Saturday 11th January 2025
- Saturday 15th February 2025
- Saturday 15th March 2025
- Saturday 12th April 2025

- Saturday and Sunday 10th & 11th May 2025 (VARMS Inter club Aerotow weekend)
- Saturday 14th June 2025

Other Aerotow Events

- Border Town: 22nd to 24th November 2024
- Jerilderie: 18th to 21st of April 2025

Hints & Tips

I came across the following article recently that I think would be of interest to VARMS members.

My only comments concerning the article are to stress that the starting point **MUST** be "Hands Off slow trimmed flight" and also that if members are unsure about starting from a rearward "C of G" position then it is perfectly acceptable to start in a middle position and then work forward or back to find their sweet spot.

Ian Slack

[Ed. The article is re-printed with permission from [Dr Mark Drela](#). Mark Drela (July 1, 1959) is an American aeronautical engineer, currently the Professor of Fluid Dynamics at the Massachusetts Institute of Technology. He posts frequently on [RCGroups.com](#). Apologies for the quality of the graphic in this item which is taken from a 2002 publication of the article.]



C of G location

by Dr. Mark Drela

CG Location Contrary to popular myth, air-foils do not have "ideal" CG locations -- airplanes do. The CG location should mainly depend on the wing planform, the tail arm, and the tail size. The wing air-foil is secondary.

Another myth is that the glider's performance (L/D, sink rate, penetration, whatever) is strongly affected by CG position. It just ain't so. You might see the L/D change by only a few percent after a drastic CG change, assuming the elevator trim and/or decalage are readjusted correctly. The big effect is on handling and pitch behaviour, which is far more important than a few percent in sink rate when flying in active air.

Where you want the CG to be should depend on personal preference and flying style. Some people fly with the CG well forward. Others seem to fly with the CG as far back as is tolerable.

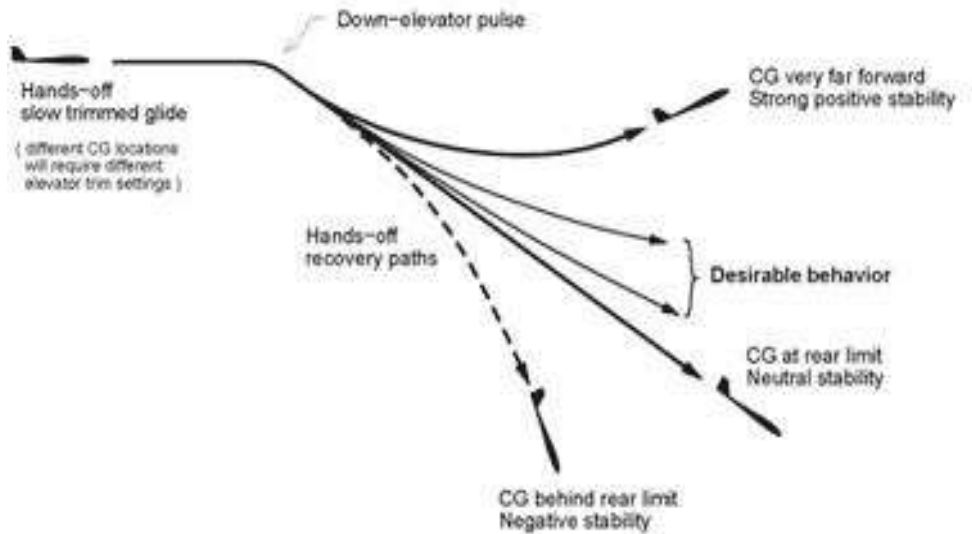
To decide what's best for you, a good approach is to first identify the aftmost neutrally-stable CG location by dive test or whatever. Then move the CG ahead of that point by gradual amounts, until the glider behaves as you like.

So what to watch for? As a guide, here are some behaviour pros and cons at the two extremes of the CG range. The idea is to strike a nice balance.

1) **CG at the aft limit** ... glider continues in a straight line or tucks in very slightly when put into a dive from a slow glide.

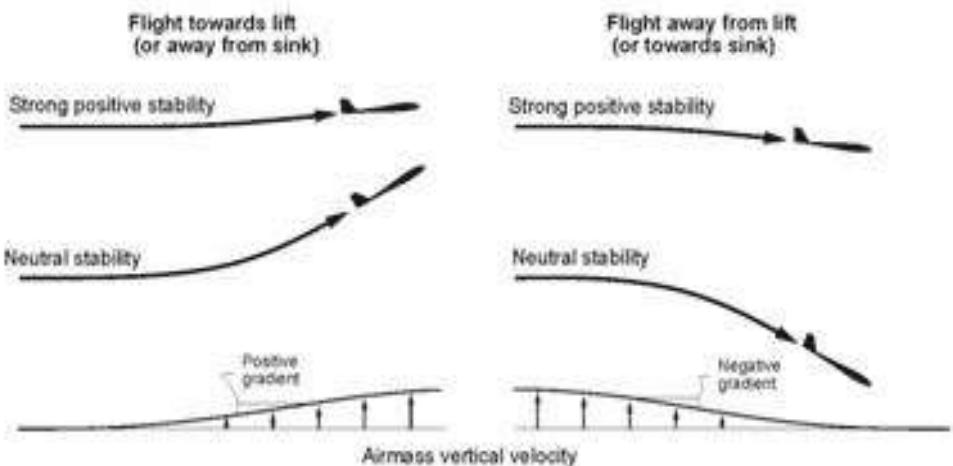
Pro: Glider will strongly pitch up and slow down, or "balloon", when flying directly into the slightest lift, and dive down and speed up when flying directly out of lift. Obviously, this behaviour is a nice weak-lift indicator, especially when very far away or directly overhead where you can't easily tell if the glider is going up or down. This type of "lift ahead" or "lift behind" indication via pitch change and airspeed is a good addition to the usual "lift to the side" indication via banking.

CG-position diagnosis via Dive Test



Resulting pitch response to weak longitudinal lift gradients

Sketches show pitch response only. Vertical translation of glider not shown.



Note: Banking response to lateral lift gradients is not significantly affected by CG location

MD 24 May 02

Con: Glider will not hold pitch trim, but will tend to stall or dive at the slightest disturbance. Lots of work is needed to constantly twiddle with the elevator. In turbulent thermals you have to fly faster than ideal to avoid occasional stalls.

2) **CG well forward of aft CG limit...** glider pulls out very quickly when put into a dive.

Pro: Glider will solidly hold pitch trim and airspeed, even in turbulence. When in a thermal, this allows flying nice and slow at minimum sink, with little risk of stalling from an upset.

Con: Glider has little tendency to pitch up and slow down when flying straight into lift, but just ploughs steadily along. It will still directly rise in lift while staying level, but again this is not as obvious as a pitch change when directly overhead or very high up. The "lift to the side" indication via banking is unaffected, and should not enter into the CG position decision.

RCGA/VARMS F5J

by Bruce Clapperton

Eight pilots took part in the RCGA F5J event at VARMS on October 27th. With winds gusting up around 10 knots it was time to get the stormy models out and load up with ballast. After waiting for the local echidna to vacate the landing strip we got going around 12pm. Up in the air there were thermals to hunt, many full time flights, but also several zero scores for outlandings and restarts. Good to see Theo flying his brand new Prestige 2PK Pro to good effect. Also, a warm welcome to new VARMS member Michael Taylor, competing in his first Victorian F5J. Over the seven rounds the northerly gradually abated then flipped 180 degrees to the south for the last flights. I think I got the last slug out of my Stork for the end. Thanks to Johnno and some other helpers for a bit of timing and also Russell Pearce for taking the photos.



RGCA VARMS - Overall Results [VARMS 27/10/2024]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	STENT, marcus	5933.8	100.00	5933.8	1000.0	*0.0	1000.0	1000.0	1000.0	1000.0	933.8
2	ARVANITAKAS, Theo	5880.8	99.11	5880.8	955.5	1000.0	*0.0	925.3	1000.0	1000.0	1000.0
3	HASKELL, Daniel	5782.8	97.46	6567.5	981.4	1000.0	966.7	1000.0	845.2	989.5	*784.7
4	BLACKMAN, Hugh	5616.1	94.65	5929.5	*313.4	916.3	1000.0	714.4	998.3	987.1	1000.0
5	CLAPPERTON, Bruce	5157.7	86.92	5540.5	1000.0	*382.8	416.8	942.8	954.6	968.6	874.9
6	HOUDALAKIS, Jim	5052.5	85.15	5052.5	431.0	802.4	*0.0	961.9	936.4	934.7	986.1
7	TAYLOR, Michael	3965.1	66.82	3965.1	0.0	*0.0	398.9	861.2	899.8	971.2	834.0
8	WILSON, Bob	1564.2	26.36	1564.2	0.0	0.0	0.0	0.0	*0.0	937.3	626.9



Photo of F5J competition by Russell Pearce and below club Stardusts from Alan Mayhew on Facebook.

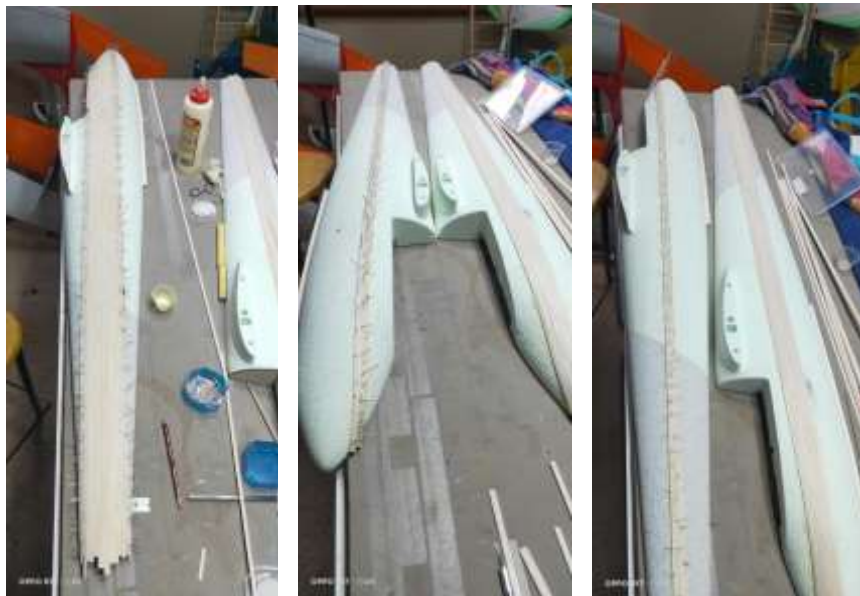


Phil Eagles' Pirat build

by Mike Ansell

A type of glider build familiar to many is carving out a plug, and making an external fibreglass mould from that plug which then allows many fibreglass copies of that plug to be taken in turn from it. That is a lot of work and good for large batch work. The club recently had a small batch build of the SZD Pirat glider, trying another similar build method which saved making a fibreglass mould.

The plug for the fuselage was CNC machined in two halves from EPS foam. Room for the electrics, tow release, servo control rods etc. were cut out before the two halves were joined together and planked with 1.5mm balsa. These planks were about 4mm wide. This was then sanded and finished off with a covering of 107g fibre glass cloth (applied with one sheet per side with V cut-outs around the corners). Any imperfections were remedied with automotive putty and sanded before painting. Some of the gliders were finished with two pack paint while others with a spray pack paint. The result was a nicely finished, rigid fuselage which didn't twist when the tail feathers had a force loaded on them.



The wings were built much the same way but the 1.5mm balsa planking was done with one large sheet and the fibreglass covering of the planking was vacuum-bagged.

The club-built Pirat is quarter scale but with this build technique it is easy to scale it to any size.

The design and CNC programming work was done by Andy Smith. Phil Eagles' Pirat model can be seen in flying in a recent Tim Morland video called [VARMS Aerotow 12 OCT 24 Another Great Day](#). Thanks to Phil and Andy for the photos and help with this article.



President's Prattle 13

by Tim Morland

Filling In.

Vice P. Tim here, looking for some words about recent club activities and occasions.

Our Halloween day was not a day that normal people would choose to fly. The weather gods did not co-operate. There were already indications that the event would not result in flocks of people flying strange things. That was the case. Mr President and Mr Secretary flew multiple examples, and did pretty well. However, the witch on broomstick did not accumulate much time in the air and sustained very awful injuries upon "arrival", perhaps as much as ten seconds after launch. Yes, the wind certainly did not help.

I thought I might have flown my Ligetti Stratos, which is a pretty weird airframe. Unfortunately, the Fun Cub assigned to Halloween towing duties crashed badly the weekend before. The poor old Stratos was reduced to an interesting, if not static exhibit in the club meeting room.

Thinks: Aussies aren't big on Halloween.

Our last aerotow went OK with good weather, great people and enough tugs to keep everyone happy. Colin Collyer's KA6 flew extra well. We can all look forward to an entertaining talk from Colin about her at the November general meeting. The Peate/Morland tug was found to be still misbehavin' at the end of the day. Grrrrr. Fuel supply is still the issue. Latest theory is that the fuel pump diaphragm is time-expired (a bit too stretched?) and cannot supply enough fuel once the engine takes to the air. We'll see. A carb' kit and a new carb' are on the way.

I can't speak for the Stardust fraternity, except I know there is a lot of work going on, and an interesting phase of competing is about to hit VARMS: on every flyable Wednesday at about 4pm. Just as a teaser, I appear to have mine sorted and she flew away in two thermals in a determined manner last Saturday. Warning: getting them down in boisterous conditions appears to be more difficult than getting them up. Straying a long way downwind is also tough on the battery. Strategy will be the key to victory. Great fun.

I have had little (nothing) to do with the inner workings of the club during the last month, so no news from me on that front.

I look forward to Ken returning.

Tim Morland
Vice President

Temporary Editor wanted. Next year I plan to spend forty days and forty nights travelling around Australia without getting on an aeroplane. So, I won't be able to produce the April edition of Aspectivity. I need a temporary editor to collate and mail out just that one edition. Please email editor@varms.org.au or call 0407 820 533 if you could help out with this task. **Nigel Murray**



No suitable head shot of Tim Morland is currently available so here is a pic of his 1/4 scale Schweizer from 2005 under construction.



VARMS Office bearers

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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 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 7:30pm on the second Friday of each month (except January) at the club rooms in Rowville (8:00pm in Daylight Saving). 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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KNOX City Centre VIC 3152

