



Aspectivity

...monthly newsletter of the Victorian Association of Radio Model

October 2005



Issue 382



All we need is wind!

Next General Meeting

**Glen Waverly
Primary School**

**Friday
October 14th**

EDITOR

David "Numb Thumbs" Jones

Deadline : October 28th

Upcoming Events

October			
15/16	Mildura Open Thermal	Mildura	
23	VARMS Trophy 3 (1.00pm start)	High St. Road	VARMS
29/30/31	Scale Aero tow	Horsham	SSA
November			
1	Scale Aero tow continued from 31 Oct	Horsham	SSA
6	RCGA Thermal League 2	Bendigo	BSA
20	VARMS Trophy 4 (1.00pm start)	High St. Road	VARMS
26/27	Scale Aero tow	Bendigo	Scale Group
27	RCGA F3B League 2	Sunbury	RCGA

Presidents Report October 2005 *Max Haysom*

We finally managed to get a contractor to start on the track down to the new “power” field. He managed to move a large amount of the road profilings/scrapings and prepare a basic track and car pad before the rain set in and the ground became too unstable to support the heavy equipment. We will need about 6 – 8 days of dry weather before the contractor can get his bobcat and roller into the area and complete the task. Then we must correct a few irregularities on the flying area. Just how we achieve the levelling at minimum cost is yet to be agreed. I am negotiating a large quantity of topsoil from the golf range and this will initially be stock-piled near the old power pits.

You may see a number of changes over the next month.

The new lock has been added to the outer gate and you all must be careful to ensure that the gate can be unlocked/locked by using either lock marked VARMS. There must be a chain link between these locks. We will announce the timing for the removal of the “old” padlock, at the next Club Meeting. Ian Slack will be available to exchange keys on this night, on the field by arrangement or by other arrangements.

The entrance gate on High Street Road may need to be left with a latch system to allow various crews to change the levels of the services, i.e.. Gas, water, telephone etc. This work has to be completed before the access road to Boral and recycling centre can be started. I must start negotiating soon to ensure that we are not denied reasonable access to our field for long periods. When this “services” work commences and the outer gate is open to the public, we must ensure the inner gate is padlocked when entering and leaving until further notice.

You may see the area near the Club shelter change. The long poles surrounding the “tables” area may be moved to the new car pad and the trestles bordering the “old” power pits may be placed in this area.

We need to install a drain around the containers, shelter and lower part of the car park.

To complete some of these tasks we may be calling for a couple of working bees.

The keyboard is now unlocked during the key changeover time. It is closed using a spring toggle pin. Please close and replace pin, if you are the last to leave.

Please enter and exit the Glider Field only from the access road thru the white marker posts, 50 metres south of the keyboard. I have consistently noticed heavy tire tracks going on the field from a point near the first turn on the access track. Would you drive your heavy 4WD vehicles onto your front lawn at this time of year? Give us a break, especially all those hard working guys on the mowing roster.

Remember our Club Auction Night at the General Meeting. Bring all your unwanted items and models. Bring your Money Box or Cheque Book. The night should prove to be good fun.

Until next time fly the friendly skies,

Max Haysom

Send stuff for Aspectivity to:

David Jones

17 Aitken Street, Clifton Hill 3068

9481 8516 / 0427 371442

Better yet, Email to:

aspectivity@hotmail.com

The keyboard

Your key should have your full name written clearly on it so that you can be easily recognised and contacted in case of a frequency clash. Mobile phone number is a good idea too.

Mumblings from Numb Thumbs

Well, I finally got some flying in! Ian Slack was kind enough to join me for the maiden flights of my new Multiplex models, the TwinJet and TwinStar II. Max McCullough just happened to be around so he joined us and twiddled the sticks for a while, too. Frustration is having two new planes to maiden, and not being able to for months!!!

My review of the TwinJet is in this issue and I shall write up the TwinStar II in next month's. The TwinJet has been around for a while and is hugely popular in Europe. The TwinStar II is not yet available here but has been for a short while in Europe and has just reached the USA. Hopefully it will reach here soon as it is a fantastic plane to fly and lots of fun. I hear there is another one flying around at Doncaster.

Both planes fly beautifully. You don't have to take my word for it, just listen to the sound tracks on the two videos on my www.numbthumbsandloopy.net web site. You can hear Ian and Max McCullough having great fun flying them. As they say, the best plane to fly is someone else's!

Don't forget to do your research on the web when next you want to buy or build something. There is a mind boggling amount of information available. One of my favourites in the rcgroups forum site: www.rcgroups.com This site has a huge amount of information available on its many forums. The forums are organised into different categories and subcategories with beginner areas and advanced ones. You can "Subscribe" to forums so that if any new information is posted, you get an email to tell you. Anyone can post comments/photos/movies so as to help others. Ian Puller has become a great contributor to the Multiplex EasyStar forum lately. Log on and have a look!

Cheers

Numb Thumbs

VARMS TROPHY

This competition is an 8 event competition for 2 metre, 2 channel (rudder & elevator) thermal gliders. The aim of this competition is to provide a low key introduction to competitive thermal flying in a friendly environment.

Accordingly, each event normally consists of 4 or 5 rounds of thermal duration flying. Each round is completed before the next round commences to ensure that no competitor gain an advantage by flying all flights in favourable air. The duration tasks are set on the day depending on conditions. Landings are generally required to be into wind approaches to a rectangular box. Spot landings which encourage controlled crash landings are not on the program.

Launching can be by bungee or winch. The club winch is made available for all competitors. Assistance is allowable. I.e. advice re model trimming, thermal spotting etc can (and probably will) be provided.

Come and join the fun!

THE TRAINING DATES FOR 2005 ARE AS FOLLOWS:

OCT 9, 23 NOV 6, 20 DEC 4

Training Radio Frequencies are: 605 641 643

MINUTES OF THE GENERAL MEETING OF 09/09/05

Glen Waverley Primary School

Comm. 8.20 P.M.

Apologies: –Martin Hopper, Colin Smith Danny Malcman, David Jones Les Berryman Bruce Robinson & David Weller.

New members and Visitors –Three members of VMAA Executive

August Meeting Minutes – accepted as read .Matters Arising – Nil.

Correspondence In- Various incl. , VMAA Exec., Committee minutes for August.05 Sundry from Knox Council & Letter of thanks to Club Auditor - -

Matters arising – Nil

Correspondence out- Requests to contractors for field work quotes-local contractor asked to construct new power site track and mini car park .work to be undertaken next week.

President's Report:

Ray Cooper –special presentation of **Hall of fame** to Ray, by VMAA Vice president, Paul Linnett, for Ray's recent world records. Congratulations from us all for a magnificent effort on your part, Ray.!

Stand off Scale night, incl many categories. – Large vote of "Thanks" to David Down for organisation

Maurice Lloyd – notice - advertising models and other items for sale on his behalf..

Ray Cooper – demonstration of two Monash Uni developed prototypes ,of **simple height sensing device**, for height release at 900 – 1000 ft. to tug pilots.-works really well! – 2 to be ordered and prospects of donations from Monash.-anticipated price to be approx \$100 each.

Special test requirements for Transmitters at Briggs field.-no guarantees-but good indication – any questions on use of Synthesised Module Tx sets? –warning signs to be placed at the field. Please refer to the article by President Max, in this edition of Aspectivity.

Reminder that **mobile phones must be switched off** on ,or near any flight operations. Warning signs placed to alert members to the peril.

Registrar -162paid up members at present Non-renewals included only 18 pure power flyers.

Club Training –

Recommended standard of at least **Bronze Wing qualification** for all solo flyers be adopted-Ray Cooper and Bernie Sizer to be assistants for check-out. – aim by end of financial year, for all pilots to be rated.-demonstration by Ian Slack of basics for required aeronautics knowledge- and advice of requirement for non visual location and operation of transmitter trims

Field Maintenance- Club purchase of new basic Victa 4 stroke mower – to replace present 2 very old unserviceable units. – Ride on Mower temporarily out of service – parts ordered.

Treasurer- generous cash flow this month -\$14557 in acc. As at tonight. Investment funds re-invested (\$41100 approx) for 12 months.

Contest Director -David Pratley outlined various events –refer to Aspectivity for details or speak to David.- Possible increased usage of country fields and search for alternative country based Club field for thermal contest flying

Editor.-no report, due to David's absence – best wishes to you for a speedy recovery!

Round The Shops. –Ian Slack - David Pratley – good range of Hyperion batteries –plus discount Tx sets – see David for details. Roj's Hobbies – rolls of new "Tuflon" covering.

Special Interest Groups

Scale Glider Group: Contacts Colin Collyer& David Down – Group Aerotow for end of Month at Briggs field Horsham W/E Oct.31st for 4 days Bendigo meet end of Nov. – see Colin for further details.

General Business:

Gate lock at Briggs Field to be shortly changed – arrangements for keys to be advised – see Ian Slack for details.

Maurice Lloyd's estate-models & equipment for sale.- see list produced.

David Down – presentation of Winter jacket and two sets of Pilsener glasses for Club Raffle .sets of glasses given out as prizes at tonight's raffle.

State Field Anniversary celebrations – Nov.20.- plus Military Aircraft Event – Oct.29.

Meeting Finished 9.00 P.M.

The Gate

The access gate on High Street Road must be closed and securely padlocked at all times except on those Sundays when a Training day or Open Glider Competition day is scheduled. Do **not** just loop the chain through the gate.

AT THE NABIncome V's Spending
Between 1/09/05 and 30/09/05**Income**

Donation	\$155.00
Uniform Sales	45
Subs 04/05	\$1,130.00
Total Income	\$1,330.00

Expense Categories

Administration	\$388.40
Equipment	\$315.00
Registration	\$73.40
Aspectivity	\$831.60
- Printing	\$831.60
Bank Charges	\$6.00
Briggs Field	\$416.16
Tractor Maint.	\$80.95
Mowing	\$47.03
General	\$288.15
Fee Refunds	\$80.00
Insurance	\$1,973.00
Flying	1973.00
Rent	\$45.84
HSR	\$45.84
Total Expense Categories	\$3,741.00

Mowing Roster

Bruce Robinson	9887 8996	5-Nov
Brian Martin	9878 2170	12-Nov
Greame Hollis	9739 4886	19-Nov
Ross Peasley	9877 2215	26-Nov
Brian Spencer	9878 7207	3-Dec
Kev. Robertson	9796 5604	comp
Keith Heale	95096829	15-Oct
Jim Norman	9802 7155	22-Oct
Jim Baker	9803 2185	19-Oct

"Grass" Hopper has reappeared so mowing enquiries go back to 9873 8256. Special thanks to Keith Heale for his excellent work as stand in and also to all those members who helped out in Gras Hopper's absence

Wanted,

Your old hand launch glider or EPP model. Either bring it to the auction or give me a call. I need some shrapnel to fly off sand dunes.

**David Down
0417 253 286**

GATE KEY CHANGE

A new lock is now on the front gate. It is silver in colour.

New keys are being issued progressively and it is important that holders of both old and new keys can enter the field. Please ensure that you replace the padlock you opened back on the chain in such a way that opening either padlock will enable access.

NEW KEYS WILL BE AVAILABLE, ON EXCHANGE, AT THE NEXT CLUB MEETING. IF YOU ARE UNABLE TO GET TO THIS MEETING, YOU WILL BE CONTACTED.

Alternatively you can send your old key direct to our Registrar, Ian Slack at 33 Austin Alphington 3078 and he will forward your new key by return mail. Please tape the old key inside a folded envelope sized piece of light cardboard (Cereal box or sim) before posting. Ian will also have supplies of new keys at training.

Mt. Hollowback Sunday, August 18

Arriving early at Mt. Hollowback I was greeted by a windless slope with expected south west-erlies not eventuating. Instead, a light breeze came in from the north, steadily increasing throughout the day. It was well past lunchtime before the first round was able to get under-way.

The wind did eventually spring to life but it was from the north (as it was two years ago, the last time this event was held). The conditions were consistent all afternoon - the wind consistently got stronger, the sink was consistent and the pilots' frustrations were consistent. Nevertheless, there were consistent thermals, which came through about every three to five minutes. All pilots were given ample time to complete their incident-free rounds with varied success.

Notable was the fact that there were only three people who had competed in the 2003 event. Some had not competed in this event before and for at least two of the pilots it was their first ever model gliding competition.

Now if you don't see my name on the scoresheet, that's because I wasn't there. Well, actually I was but unfortunately my annual fees arrived late - too late. I found out a few days after the event that after agonising consultation with the VMAA, VARMS had no alternative but to disqualify me, thereby forfeiting my position to Theo Arvanitakis. The lesson to be learned here is to make sure you are paid up well before a competition. In fact make sure you're paid up, full stop! If I had been involved in a serious accident on the day, the contest director or VARMS or me or all of us, could have been paying someone's medical bills for a long time. My final say on this matter amount to just three words. *"I'll be back."*

One of the dilemmas of slope soaring is arriving to a windless site and not being able to fly, which was the case on this day for quite some time. However this could all change in the future. As many of you would be aware, the technological break-throughs in electric flight over the past few years has been absolutely mind-blowing.

The good news is that there is now in the market place more affordable, powerful and compact motors and battery packs, which could be used in such gliders as the Ricochet and the like. Over the next twelve months, Dave Pratley and myself will be working on converting the Ricochet using the latest technology available. Dave will be working an internal conversion, whilst I will be tinkering with an aerodynamic vacuum-formed clip-on sleeve arrangement, which will house all equipment necessary without altering the existing set-up. We will be working towards trialling these systems for next year's aerobatics event. This could totally revolutionise the sport if trials are successful and hopefully might create a renewed interest in slope soaring competition and the hobby in general.

COMPETITOR		2 loops	ax/ba roll	5 sec inv	2 stl turns	3 spins	optional		Rd 1	Rd 2	Total	Place
Anthony Peate	Convert		Pos									
	Rd 1	22	19	24	18	19	21x1.5 = 31.5 (inv circle)	133.5				
	Rd 2	22	18	20	13	16	12x2.0 = 24 (3 con rolls)		113	246.5	858.9	3
Des Bayliss	Rd 1	19	18	21	16	21	21x2 = 42 (3 con rolls)	137				
	Rd 2	21	22	21	14	18	20x1.5 = 30 (inv circle)		126	263	916.4	2
Andrew Wyatt	Rd 1	23	15	19	15	19	22x1.0 = 22 (snap roll)	113				
	Rd 2	11	17	17	20	17	20x2.5 = 50 (inv fig 8)		132	245	853.7	4
Bernie Sizer	Rd 1	18	18	15	9	22	15x1.5 = 22.5 (inv circle)	104.5				
	Rd 2	22	22	20	18	25	20x1.5 = 30 (inv circle)		137	241.5	841.5	5
Theo Arvanitakis	Rd 1	6	18	20	22	18	24x2 = 48 (4 pt roll)	132				
	Rd 2	18	23	19	23	17	22x2.5 = 55 (cubin 8)		155	287	1000	1
David Pratley	Rd 1	15	19	3	12	17	12x1.5 = 18 (inv circle)	84				
	Rd 2	22	21	19	18	19	17x2.5 = 42.5 (cubin 8)		141.5	225.5	785.7	7
Gerry Carter	Rd 1	18	23	17	19	9	14x1.5 = 21 (Inv circle)	107				
	Rd 2	25	24	21	15	6	18x1.0 = 18 (snap roll)		109	216	752.6	8
Daryl Wallis	Rd 1	20	16	20	13	21	17x1.5 = 25.5 (inv circle)	115.5				
	Rd 2	24	12	22	13	27	8x2.5 = 20 (cubin 8)		118	233.5	813.6	6



Competitors and judges—2005 Vic Slope Aerobatics Championships, Mt Hollowback—Ian Cole

Special Test for Briggs Field

Carry out a normal range test, with transmitter (Tx) antenna down to satisfy yourself that all is normal. Then for Briggs Field, a special test; Model is to be aligned with its antenna in a north-south direction, on the ground, away from cars, the Shelter and the containers, with no person close to the model, switch receiver (Rx) on. No other Tx's on the field should be switched on at the time of this test. Switch on your Tx and move away from the model say 10 paces, check to see if you have "solid" control. Then switch your Tx off. If you find anything other than a buzz around neutral, Do Not Fly. It is probable that your Rx is being affected by Radio Frequency (RF) interference. These guidelines were set by the VARMS team investigating the RF Interference so they should be followed, on each and every time you go to fly at Briggs, and any deviations reported to me or Peter Cossins. I should add here that Rx battery packs (airborne) that are not soldered/welded assemblies are a **serious safety risk** and should not be used in any model. When/if you are soldering battery packs do not use "flux", It is essential to use only high grade resin cored solder intended for electronics work. If you have any difficulty, with the soldering process, then please ask for assistance or direction. **Max Haysom**

TRANSMITTER CERTIFICATION

Transmitter certification will be provided at the **NOVEMBER** club meeting. Peter Cossins has again kindly offered to certify members transmitters. Please remember that it is VARMS policy that transmitters be certified on purchase and then every 2 years. Peter's fee will be \$5 per transmitter / crystal and \$15 per Synthetised transmitter. To assist in the processing please remove the old certification yellow sticker and clean that area. Do not remove the frequency stickers unless you are changing frequency. **Note that all crystals to be used in the TX must each be certified.** Each transmitter must have a name tag attached.

Multiplex TwinJet Review

Numb Thumbs



The Multiplex TwinJet is a model which has been around for quite a while—unusual for me the buy one! I got Roj to get me one and put it together in a couple of hours. There are two choices in this model, blue or white foam. I opted for white so I could do one of my signature paint jobs—lurid! The way I land, you can't be too colourful so you can find it in the long grass!



The maiden flight was just recently when we had a break of good weather. I rang Ian Slack and organised to meet at Briggs Field for a test flight. Max McCullough was there so he joined us and had a fly. I also had my Multiplex TwinStar II with me to maiden so we flew both models—more about the TwinStar II next edition.

This model I built using the stock Permax 7.2 volt Speed480 motors (which come with the kit), but I did swap to a pair of Graupner 5.5x4.3 Speed props instead of the stock Gunther props. I just like Graupners... I use a LiPo setup of 3S2P 1500 mAh, giving me 3000 mAh and up to 30 amps draw. I need 21 amps at WOT. The plane was designed around NiCad batteries so I have to fit the LiPo's right up the front to balance it out. That is why I use two 1500's, I can fit them side by side right in the nose. You only need two micro servos as it is set up as "Elevons". There is no rudder. The twin vertical stabilizers are actually angled in towards each other as you can see in the bottom right photo.

The paint job is Dulux spray can Flouro Orange and Flouro Yellow. You sure can see this thing in the air—or the grass! You need sunglasses to handle it!

Wing span is 910mm and the length is 802mm. Stated weight is 1000gms, mine is 940gms.

This plane is fantastic to fly—ask Ian and Max, they had a ball flinging it around the sky! The glide is quite amazing and the next flight will probably on the slope! I must chase up a pair of folders for it—maybe 6x3's—to use for sloping, even though it glides really well on the fixed blades. I could just leave the props off, but the insurance can be very handy...

If you want to see it fly, log on to www.numbthumbsandloopy.net to view the video of its maiden flight.

This plane is excellent! Flies very well, has a great roll rate, climbs well on the stock motors. The only thing it won't do is an outside loop. Don't know why, but it won't! It is quite famous for it! I can't even get it to do one on the Aerofly Pro Deluxe flight simulator—so that is certainly accurate!

You need to tape the belly for landings and wrap the nose and wing leading edges in tape to strengthen it up, then go fly it!

Numb Thumbs



VARMS AUCTION NIGHT

Friday, October 14, 2005

Hall opens at 7.30 PM. Auction follows a short General Club Meeting.

BUYERS

1. Register your name, with the member at the desk, and get a BUYER NUMBER.
2. You must hold aloft when bidding on an item

SELLERS

FIRST: On the forms provided, please PRINT CLEARLY the following information:

1. Your Name.
2. Brief description of goods for sale.
3. Reserve price.
4. Anything special that a prospective buyer might want to know and that can be read out by the auctioneer? (keep it brief)

NEXT: Register this information at the other desk and get a "LOT NUMBER" and stick it on your goods. Each item must have its own number unless you are selling a job lot.

THEN. Find a good position to display your stuff.

RCGA - F3B League Competition 2005-2006

25 September 05
 F3B
 Diggers Rest

Event Date:

Event Task:

Location:

Pos.	No.	Name	Duration 1	Duration 2	Duration 3	Total Duration	Distance 1	Distance 2	Total Distance	Speed 1	Speed 2	Total Speed	Final Score	Indexed Score
1	1	Gerry Carter	994	1,000	999	2,993	1,000	1,000	2,000	917	1,000	1,917	6,910	1,000
2	9	Theo Arvanitakis	1,000	993	1,000	2,993	1,000	696	1,696	1,000	944	1,944	6,633	960
3	11	Jim Houdalakis	991	1,000	1,000	2,991	826	1,000	1,826	822	820	1,642	6,459	935
4	13	Dave Prately	762	980	557	2,299	1,000	1,000	2,000	892	919	1,811	6,110	884
5	2	Brad Wilman	916	993	528	2,437	875	625	1,500	773	845	1,618	5,555	804
6	10	Alan Mayhew	1,000	990	999	2,989	0	857	857	594	852	1,446	5,292	766
7	5	David Hobby	993	1,000	1,000	2,993			0	0		0	2,993	433
8	15	Graham Norman	1,000	997		1,997			0			0	1,997	289
9	4	Max Kroger	993	974		1,967			0			0	1,967	286

2005 Horsham Scale Aerotow



GET THERE ANY WAY YOU CAN !

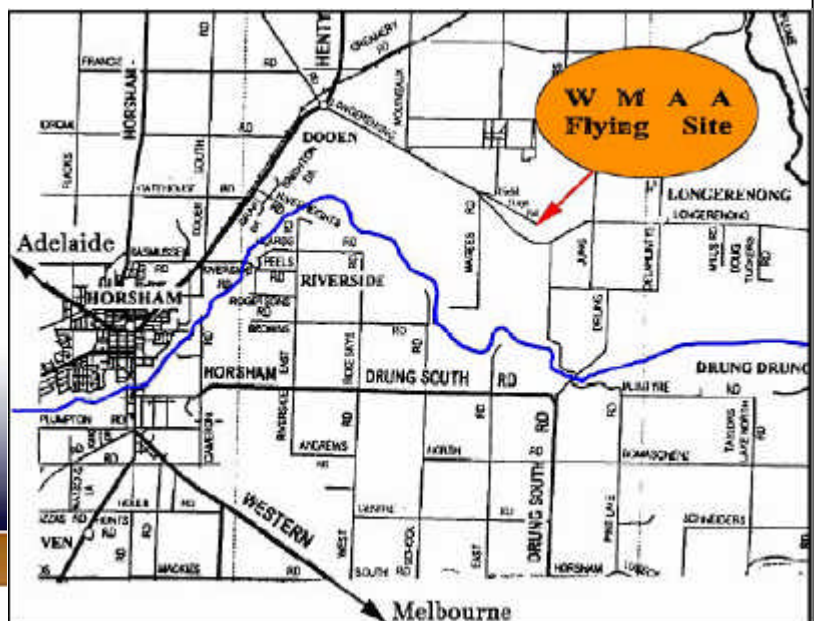
The Wimmera Model Aircraft Association (WMAA) in conjunction with Scale Soaring Australia is proud to invite you to the annual Horsham Aerotow event.

Horsham is always a highlight of the aero towing calendar. Come and join in on the flying, whether it is for the fun or the competition.

For more information visit: www.scalesoaringaustralia.com and download all the details

Saturday October 29—Tuesday November 1

Camping is available on site and rooms are available at Longerengong College close by.



SCALE SOARING AUSTRALIA

RCGA - Open Thermal League Competition

2 October 05
10 in 12 High Street Road

Event Date:

Event Task:

Location:

Pos.	No.	Name	Round	Round	Round	Round	Round	Round	Round	Total	Dropper	Final Score	Indexed Score
			1	2	3	4	5	6	7				
1	11	Jim Hou- dalakis	1,000	1,000	1,000	1,000	1,000	1,000	972	6,972	972	6,000	1,000
2	1	Gerry Carter	884	1,000	970	999	1,000	1,000	1,000	6,849	884	5,965	994
3	7	Daniel Has- kell	1,000	594	976	987	1,000	1,000	777	6,334	594	5,740	957
4	4	Max Kroger Alan	880	641	641	1,000	975	986	1,000	6,123	641	5,482	914
5	10	Mayhew	1,000	977	914	1,000	551	1,000	355	5,797	355	5,442	907
6	15	Graham Norman	827	743	846	984	689	878	1,000	5,967	689	5,278	880
7	13	Dave Prat- ley	745	933	790	971	938	845	769	5,991	745	5,246	874
8	2	Brad Wil- man	953	723	706	1,000	639	994	669	5,684	639	5,045	841
9	16	Tim Lennon	485	444	1,000	997	520	702	466	4,614	444	4,170	695
10	9	Theo Ar- vanitakis	580	1,000	1,000	861	68	0	0	3,509	0	3,509	585
11	3	Roger Ste- phenson	310	0	0	0	0	0	0	310	0	310	52

VARMS TROPHY 25 September 2005**Ian Slack**

The conditions for this round were considerably better than the first round which was cancelled. We had 5 to 10 knots from the South with broken cloud. The air was a bit cold but with some thermal activity.

The tasks were set at 4 rounds of 5 minutes with a 15 metre radius landing spot. Landing bonus was 30 pts i.e. 10%. Good results were recorded by our 2 first timers Graeme and Jim. Congratulations to Leon. Perhaps the practice that he had all morning with Training helped!

Name	Rd1		Rd2		Rd3		Rd4	
	time	land	time	land	time	land	time	land
Leon Carlos	4.46	0	3.36	Y	5.02	Y	4.11	0
Ian Slack	2.40	Y	5.09	Y	4.54	Y	2.46	Y
Max Haysom	4.20	0	4.29	0	3.40	Y	3.26	Y
Graeme Hollis	4.10	0	2.45	Y	1.41	Y	3.10	0
Ian Pearson	1.36	0	2.42	Y	4.27	0	2.53	Y
R Stevenson	2.27	0	1.59	Y	5.12	0	2.42	0
Jim Baker	4.04	0	2.19	Y	2.30	0	2.12	Y
Martin Hopper	2.23	0	1.57	Y	4.44	0	2.34	0
Paul Jacobson	1.46	0	4.19	0	6.18	0	2.10	0
Lou Rodman	1.53	0	2.55	0	1.23	Y	5.06	0

Position		Rnd1	Rnd2	Rnd3	Rnd4	Total
1	Leon Carlos	1000	766	1000	854	3620
2	Ian Slack	664	1000	988	667	3319
3	Max Haysom	909	838	762	803	3312
4	Graeme Hollis	874	607	399	646	2527
5	Ian Pearson	336	598	814	690	2438
6	Roger Stevenson	514	464	878	551	2407
7	Jim Baker	853	526	457	551	2388
8	Martin Hopper	500	458	866	524	2348
9	Paul Jacobson	371	807	677	442	2296
10	Lou Rodman	395	545	345	1000	2285

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Current Members: If you change your address, please notify the Registrar and VMAA, so that we can maintain the correct addressing of this Newsletter.
Potential Members: If you are interested in joining VARMS, or learning more about our activities, please contact the Secretary, or other Committee member.

Victorian Association of Radio Model Soaring

VARMS (Inc.) was formed in 1968 to get together aero-modellers who were interested in building and flying radio controlled gliders. Members fly at many places, but have a home field on High Street Road, Wantirna South (Melways Map 72, C1), where training classes are free to all and are held on Sunday mornings, generally on a fortnightly basis. Exact dates and times are posted on the field gate.



Aspectivity

**If undelivered return to:
 P.O. Box 4096 Knox City 3152**

“Expect the unexpected – then work like crazy to make sure it doesn’t happen.”

There are three risks in flying model aircraft.

1 - Damage to plane and property; 2 - Bodily Injury; and 3 - Loss of use of the field.

I work in the insurance industry with a team of people who handle claims where something has gone wrong. There are thousands of claims and the range of causes is mind boggling. There are common themes:

- (a) action not taken to minimise a known or foreseeable risk; and/or
- (b) the alignment of events and factors causing or contributing to the severity of the incident.

What’s a foreseeable risk? It’s regarded by the law as what the “reasonable person” could foresee. Now though “reasonable people” have differing opinions and are constantly arguing, most events that occur **have also occurred in the past** – and are thus foreseeable. We need to **think ahead** to minimise risk.

Examples of what may occur *singly or in alignment* and cause a serious incident:

My radio / brain / thumbs glitched. My servo jammed. Control horn came off. Up was down. Left was right. The wind caught it. But the range check was okay last month. I was close to the pits.

Wrong model on radio. I / He was doing the wrong thing. I / He forgot to put a frequency key in the board. I wasn’t over the field when it happened. She came out of the bushes with her dog and walked right into the path of my plane. He didn’t call “on the field”. That child should not have been there.

We could lose our field. Our view of the importance of our hobby may not always be shared by others. It is important that we do not upset those who decide if we can keep the field. They will make their decision based on whether they **perceive us** to be “**good tenants**”, or not. We will be perceived as poor – or high risk tenants – if they receive reports of: noisy aircraft; dangerous flying; flouting the rules; rudeness; a perception of us having a disregard for public safety; accidents / incidents; and risk of involvement in litigation.

But what if no-one is around? You can never assume that “no-one is around”. On the roads, it is totally unacceptable to; drive over .05; go the wrong way round the roundabout, or the wrong way on the freeway on/off ramp - just because “no-one is around”. Same with flying. Too risky. Your actions may coincidentally align with another event, such as equipment or operator failure, or someone arriving unexpectedly.

The same rules are to apply to everyone. Unfortunately it is only practicable to determine one standard set of rules to cover all ranges of flier - from the novice to the experienced. This is similar to when we drive along the road, we are all subject to the same speed limits and road rules, despite the differences in our vehicles and driving skills. And, we cannot afford to *set a bad example* that *less experienced fliers may follow*.

But **we still want our club to be friendly** – so be **mature** and **friendly** in the way you approach anyone flying dangerously. We all “glitch” occasionally or may not have recognised the danger.

If you see others stray from safe flying practices, that does not reduce the obligations upon you to comply. The obligations upon you remain. It’s like saying “But officer, I saw two people *speeding* so it must be okay for me to *drink-drive*.” If you have continuing concerns or queries about flying practices, **see a committee member**.

Safe flying – different planes have different flying characteristics – and must be flown accordingly.

A light aircraft will be more easily blown downwind than an aircraft with greater penetration. SOLUTION; - if field layout allows it, keep light aircraft upwind unless in the landing phase. A heavier aircraft will have more penetration but will require a longer landing approach and will land at a faster speed. They are different, but the requirement – to fly both safely – remains.

Flying “crash-proof” planes only means *the model itself* may not be damaged. All other risks remain the same, so these planes, and also 3D models, must still be flown in control and safely.

We were recently asked what our passion was. I said that I was anxious about losing the field – and passionate about retaining it. I ask you to *share my passion* – and make sure that we retain our field so that we can continue to fly – and fly safely.

To minimise the risk;

“Expect the unexpected – then work like crazy to make sure it doesn’t happen.” Ian Pullar



Tim Lennon Launching



Max's Spitfire



Tim Lennon's FW about to maiden!



If that is Smithy, it must be a Lunak!



FW Flies!



Aren't you supposed to watch your plane?? Or is it about to bag a photographer?



Maiden Flight video frame grabs

www.numbthumbsandloopy.net



Specs:

Wingspan : 1420mm
Length : 1035mm
Weight (mine) : 1080gms

Stock Motors : 2 x 6 volt
Speed400's, Gunther props
Mine : 2 x Himark Outrunner
C2808-1360, Graupner 7x6
Slim Props
ESC : 2 x CC Phoenix 25's
Battery : 2600 3S LiPo
Thrust : 1000gms
Amps : 19.5

Flies : Like a Dream!



Some close-ups

