



Reg No A0001504U

# Aspectivity

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

September 2006



Issue 392



Traffic Jam at Lameroo

Next General Meeting  
**Glen Waverly  
Primary School**

**Friday  
September  
8th**

EDITOR  
David "Numb Thumbs" Jones  
Deadline : October 2nd

## Upcoming Events

Sept			
	10	VARMS Training (10am)	High St. Road VARMS
	10	VARMS Electric Glider Fun Day	High St Road VARMS
	17	VMAA State Slope Aerobatic Championships	Mt.Hollowback RCGA
	24	VARMS Training (10am)	High St. Road VARMS
	24	Scale Slope	Kilcunda Scale Group
	24	RCGA F3B League #1	Diggers Rest RCGA
	29 - 02	Scale Aero tow (Sep 29 to Oct 2)	Bordertown SSA

# *Presidents Report September 2006*     *Max Haysom*

The adoption of the August 2006 Briggs Field Rules and Procedures seems to have been well accepted and I am hearing of some new groups taking advantage of the variation to flying times. For various reasons I may visit the field 4 to 5 times a week at different times of the day, and I am amazed to find that it is used so little during the week, either mornings or afternoons.

As many of you know, I have a liking for small models, and just yesterday I was flying a 1.5 metre Speed 400 powered glider which, on one flight, climbed up to around 900-1000 feet in a thermal before it looked like straying over the field's eastern boundary line. At this height this model appears very small (3-4mm), and with a colour scheme of transparent yellow and purple, it virtually disappears for short periods in the thermal circle. I have flown gliders at extreme heights many times and so I have regular eye tests and I pay very special attention to extreme distance correction during the tests. It helps if you explain to the optician why you must be so particular. Some opticians are too impatient to get the results you must have for safe model flying. If you find this situation, don't order your spectacles, if needed, or go back to that firm again. You may find that you may only need spectacles for absolute distance correction, in which case you may prefer to have the prescription made up as sunglasses. It is indeed a folly to commit a model to flight without having absolute confidence in your vision being the best possible.

It has not been possible to improve the situation at the entrance to Briggs Field. At times it is almost impassable but I have been given advice that they will try to keep it reasonably dry and clear of machinery. The plastic pipe being used to connect our water supply has been split several times by tracked vehicles and I cannot guarantee water being available for all occasions. There are several contract firms working near our entrance and they will not accept responsibility for problems. I may have temporarily managed to stop heavy vehicles entering the field and roads to turn and park heavy trucks. It may become necessary to again lock the gate on entering and leaving to attempt to stop this traffic if it continues. They will destroy our roads, car park and surrounding fields if we cannot stop them. There are no guarantees to make good any damage they cause. Because the work site is on a VicRoads reserve (Crown Land), Parks Victoria is of little help in this day to day situation and our only access, to our field, is through this reserve. I am appealing to a higher level of VicParks management to have them negotiate with Theiss John Holland and the various contractors to broker a meeting to settle some of the issues.

That's all for now folks,

**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.

**Cover Photo: Lameroo Tow Queue**

**Photo : Col Collyer via Silent Flight/Henryk**

## **Mumblings from Numb Thumbs**

This month we have a great article with lots of photos on Lameroo—thanks Tim Morland!

There is also a very useful list of possible Electric Gliders for the VARMS Electric Glider Competition. Thank you John Bird for your efforts tracking these down. Most of these planes are available from shops around town and many are very easily modified for brushless/LiPo power. Apparently my modification of the Multiplex Easy Glider Electric is becoming very popular! Quite a few Melbourne flyers are adopting it as are people overseas. So some of us still think where amps are concerned, less is more! Congratulations to David Hobby on his repeat performance at the F3J Worlds!

Fair winds and soft landings!

**Numb Thumbs**

## **VARMS TROPHY 2006/2007**

**This competition for 2 metre, 2 channel rudder/elevator thermal gliders will be a 7 event competition in 2006/2007. It will be held on the following dates:**

**October 8, November 12, December 10, February 4, March 4, April 1 and May13.**

**As usual, we will endeavour to provide a low key, fun introduction to competitive thermal gliding. Assistance will be freely available on each day. The club winch will be available for all competitors.**

**HOPE TO SEE YOU THERE.**

## **TRAINING ROSTER**

**Please contact Dave Weller on 9546 6663.**

**Sept. 10**

**Sept. 24**

**Oct. 8**

**Oct. 22**

**Nov. 12**

**Nov. 26**

**Dec. 10**

**Volunteers are required to help with training. Two for each date. Main duties: to give "stick time" to those on the program.**

## **Have you paid your membership renewal for 2006 / 2007?**

Without your continued support we will not be able to continue to develop and maintain our facilities. Without insurance you cannot fly. If you have lost your renewal form you can pick one at the box in the Shelter or call **Max Haysom 9801 3899 (leave a message) or 0414 679 620.**

# MINUTES OF THE GENERAL MEETING 11/08/06

Held at Glen Waverley Primary School-Comm. 8.15 P.M

**Stop Press!** Great news on David Hobby's "back to Back" win in the F3J World championship – a fantastic effort, considering the class of the field, and his perfect flight after thermalling away, from very low height on final flight – plus mid air collision, on "final". Well done David – Truly a worthy Champion!

**Apologies:** –Raoul Wynn, Ian Pearson, Andrew Allen, & Brian Martin.

**New members and Visitors –Nil.**

**July Meeting Minutes** – accepted as read - .Matters Arising – Nil.

**Correspondence In-** - Various incl., VMAA Exec., Committee minutes for September,05 Sundry from Knox Council P & DARCS, re November,05 Club Meeting.

**Matters arising** – Nil

**Correspondence out** – Letter to Ian Cole re State Slope Champs, Letter to Les Berriman, thanks for his assistance with Club training.

**Correspondence In :** various Accounts, VMAA Minutes for July 2006., Knox Council update of Recreation database, Letter from Les Berryman – resignation on medical grounds.

**President's Report.**

**Aspectivity.** – joint effort by Max Haysom, David Jones & Ian Slack to have this month's Aspectivity prepared, printed & mailed, to members by Monday afternoon.

**Briggs Field –**

**Revised Operating procedures.** –see last 3 pages of latest Aspectivity. **-note commencement date** on Saturday 12<sup>th</sup> August. – co-operation of all members needed to adopt changes as smoothly as possible.

**Membership renewals.**-slow uptake this year N.B .Magazine subscription membership does not carry any entitlement to any flying rights or attendance at social gatherings

**Aerotow –field layout** changes needed to ensure safety - .materials being obtained for area demarcation.

**State Slope Aerobatic Champs.** Sunday September 17<sup>th</sup>, at Mt Hollowback near Ballarat. VARMS to be organising this event to same rules as in recent years. –join in and enjoy the experience.

F3F Slope racing –September 3<sup>rd</sup> at Mt Hollowback. –super fast flying and an exciting event.

**Briggs Field Works**– Volunteers needed – to repair/re-model 3 picnic table sets stored in shelter –to be "Skid mounted for mobility.- 2 wooden telephone poles needed for power area-any offers?

PVC 100 metres pipe to be used as drain alongside track near power site.-volunteers needed to instal same and back fill with crushed rock.

**Notice boards** – several needed for display of Rules & timetables.

**Roof construction over containers** –project at planning stage.

**Site Liaison** – need to follow up with Parks VIC., omission of VARMS Site in Future Directions Plan 2006.-but confidence that VARMS Not under immediate threat of eviction or re-location.

Access Road. –via Boral Recycling Centre progressing very fast & entrance/exit to High St. Rd .opp .Jenkins Orchard really taking shape.

**Registrar (Ian Slack for Raoul Wynn)-146** paid up members at present

**Club Training** –

VARMS Trophy presentation to Paul Jacobsen. – David QWeller looking for Volunteers to assist with training.

**Field Maintenance**- New track needs time to bed down – care needed meanwhile until surface consolidates.

**Treasurer**- See update financial statement in this month's Aspectivity. **-\$9200 in account.**

**Contest Director** -David Pratley

Report on F3J World Comp

Electric Fun Fly Sunday 13<sup>th</sup> August at Briggs field.

State Slope Champs – shared judging.

**Electric Fun Fly days.** – Alan Mayhew – description of concept – bring models along for checking of weight, prop/motor combinations & general advice, on setup & flying.

**Field Maintenance** – all going well.

**Around the shops**- no report.

**Editor**.-no report,

**Special Interest Groups**

**Scale Glider Group: Contacts** Colin Collyer & David Events coming up: Lameroo 25-27 August: Ballarat October 14-15 :Laverton –tentative Dec.10<sup>th</sup> pre-regn .essential! Sept 24 Kilcunda : Bordertown – Sept29-October 2<sup>nd</sup>. For details see Colin Collyer.

**General Business:** -

**John Bird :** review of list of gliders incl kits & ARF models suitable for conversion &/or constr .for Electric glider Comp.

**Formal Meeting Finished** 9.00 P.M

**Stand Off Scale competition.**

**Winners : Judges Choice** – Tim Morland.

**Members Choice** – Martin Lui

**"Scalie" of the year** – Russ Naughton.

Congratulations to all winners and especially to all participants.

**Mowing Roster**

Income V's Spending  
Between 1/08/06 and 31/08/06

**Income**

Equipment Sale \$80.00  
Raffle \$33.50  
Subs 06/07 \$1,894.00

**Total Income \$2,007.50**

**Expense Categories**

**Administration**

Photocopies \$25.58

**Aspectivity**

- Printing \$212.20

**Bank Charges**

**Fee Refunds**

**Insurance**

Flying \$1862.00

**Raffle Expense**

**Rent**

School Hall \$300.00

HSR \$45.84

**Training**

**Total Expense Categories**

**\$2,576.98**

Bruce Robinson	9887 8996	16 Sept
Brian Martin	9878 2170	23 Sept
Greame Hollis	9739 4886	30 Sept
Ross Peasley	9877 2215	7 Oct
Brian Spencer	9878 7207	14 Oct
Henri Wohlmut	9764 1921	21 Oct
Keith Heale	9509 6829	28 Oct
Malcolm Buckmaster	9763 1632	Completed
Jim Baker	9803 2185	9 Sept

**Any questions or queries regarding the mowing roster to "Grass" Hopper on 9873 8256**

**THE TRAINING DATES FOR 2006 ARE AS FOLLOWS: SEP 10, 24 OCT 8, 22 NOV 12, 26 DEC 10**

**Training Radio Frequencies are: 641 643 645**

**Australian Electric Flight Association and Swan Hill MAC**

Invite you to an Electric Fun Fly on weekend of October 14/15. Scale, EDF, Comp, Sport, 3D & Night Fly. Camping and Facilities on the Field. Roast Dinner at Field on Saturday Night only \$10

**VARMS ELECTRIC GLIDER**

Our next fun day is Sunday Sep. 10 at 1.00 pm.. On Oct. 8 we will start the club level competition. If you are interested in participating in this event, please come to the fun day so your model's power and weight can be measured.

Alan Mayhew

Golly, what a weekend. They told me Lameroo was good. It was. I'll tell you a bit about it, because to tell all would take too long.

The last of the Victorian contingent got away early Friday morning. I mean, really early. It was dark when we left and was just about light at Horsham. That's a lot of dark. Miles and miles of it - as if the day had forgotten to wake up.

Colin Collyer, myself, plus four other Victorians presented themselves at Lameroo this year. Not a lot, but I like to think we were a quality bunch. John Gottschalk took his tug. Peter Prusner took his Professor, Roland (from PDARKS) took his little FOX (about 2.7m span), Colin took his SZD Foka 5, Swift and a Schleicher Ka 6E. I took my recently finished Schweizer 1-26B. Murray Wills turned up with an air force, including his little Swift, his big 1/3 scale Breguet 905 Favette and a new looking SZD-8 Jaslka. Murray also had his partly built 30% Grob 109 on display and it was looking really good and very big.



**Murray Wills' Jaslka**

All the Victorian models returned home safely. Most of the gliders reduced in size at altitude to a couple of pixels sometime during the weekend – and that includes the little Fox. John and his tug acquitted themselves well. I don't think any glider suffered significant damage during the weekend. Not all tugs however came away unbruised.

Rolling fields of green crops surrounded us a Lameroo, a bit like that Windows desktop. Idyllic. Light breezes wafted across the field for most of the time, sometimes bringing exciting thermal activity. At all times we enjoyed the good company of our S.A. friends. Our hosts were the Ramke family who provided for all our needs perfectly with practised perfection.



**Like a scene out of “Windows”**

Friday saw Colin and I roll up at about 11:15 at the flying field after lunch in the village of Lameroo. It could not be called a town – a bit small.

John, Roland and Peter were preparing to fly – although officially a bit early. Colin and I tramped off to the farmhouse, said our G'Days and returned to make a start – have a fly. We were lucky enough to hit the field just as a 'gentle front' was in the process of arriving. We launched into buoyant air and stayed up. And stayed up. Colin and I both logged 35 minute flights up to as high as we were allowed to go. I needed to deploy my air brakes during the flight for two spells of 5 minutes, to stay below the required altitude. Any higher and “phttt” - invisible plane!

Peter Prusner introduced his Professor to the joys of aerotowing and had a good time. John G provided the muscle. For a while that is! John undershot the strip twice and landed in the stunted crop. Crops aren't very good this year because of a lack of rain. The second arrival in the crop broke the port side undercarriage. “Oh dear” said all the glider pilots – or words to that effect. Peace and quiet reigned for quite a while after that! Two other tugs were at the field, all ready to go – except they wouldn't. Gliders rule! If I'd had a winch, I would have been using it. Instead, I took some uninspiring video footage – waiting for things to liven up.



**John's tug sagging a bit to the left after loosing the fight with furrows in crop. Martin Simons looks on.**

Things certainly came to life when Chris Carpenter eventually got his yellow tug going! Talk about fast launches and boring holes in the sky! I decided to let Schweizer Sn212 have a rest and shot more video. However, those who did elect to go up behind the yellow rocket ship were certainly delivered to respectable altitudes in the minimum amount of time.

The second tug came to life after a blocked or twisted fuel pick-up was given a stern talking to. A nice plane that one – a 1/3 scale “Fly Baby”, it almost made it right through the weekend with out a lot of damage..... Almost.

Schweizer Sn212 went up behind the Fly Baby a few times and had a joyful time, except for one questionable landing. I undershot the strip by about a metre. This was an interesting experience, because if you miss the field, you hit the crop. The crop isn't very tall, and looked nice an 'fluffy'. However at ground level, it wasn't. The crop was awash with emphatic little furrows (pitch, about 300mm, amplitude about 75mm). In other words, really rough and stern to land on. The damage that John G's tug suffered was suddenly perfectly understandable. The Schweizer was unharmed. So Tim didn't undershoot again. Hitting the field became very important.



**My Schweizer 1-26B ¼ scale. Yes that's John Howard at the controls.**

We flew till dark and had a great time. Got to know a few new people too.

Dinner that night was pepper steak and vegetables. All cooked to utter perfection. Meals were served in a tin shed complete with tables fridges freezers and BBQ. Shortly before tea, I popped a can of coke in a fridge and was very pleased how it got really cold really quickly – for dinner. After dinner, I put another can into the really cold fridge, to take to the field the next morning: I found it frozen solid: it was a freezer of the upright variety, not a fridge! It was good that the can didn't split and disgrace itself in the freezer. A nice cold coke was had too... at about 3 p.m.!

Saturday dawned, and we all enjoyed bacon and eggs, sheep shearer style. I, for one, and quite a few others enjoyed it, twice. Yum! Sooo good. Then I went and woke Colin up and told him he may have missed breakfast.

Colin had a good excuse for sleeping in, late to bed. He and some others found a Foka 5 languishing in the front room of what I came to regard as the Hobby House (Heard of hobby room?) – our host, John Ramke has an old homestead on the farm that he kindly makes avail-



able for accommodation for Shearers, Modellers and Models. There are Models of unpredictable types sprinkled all around the house. The Foka 5, when I found it, was surrounded by people eager to get it airworthy, so John could fly it over the weekend. It looked ready to go, but was not fitted with radio. By the time the crew had finished (late) it was almost ready. It was a big yellow Foka 5, that I think John bought off Ian Morland.

So, after breakfast we tramped down to John's airport and unpack his hanger. Oh, sorry, I didn't mention the hanger. At Lameroo you don't need to pack up your models at the end of the day, they all get safely locked in John's hanger, with the other 3 full sized aircraft. Talk about an aviation weekend! The field is better equipped than most dedicated model flying fields. Flushing toilets, shelter, real runways, tables, chairs and car parking – just superb.



**Overnight storage was well catered for too. This is about half of the models.**

We started flying and had a great time. A wide blue sky inhibited the altitude of most aircraft. Clouds are always nice to fly below as they enhance the visibility of most models. Lift was a bit sparse too, but flying there was in large portions. No serious incidents apart from a nice Robbe "Calif A 21S" model getting its wingtip jammed on the ground somehow during take-off. The resulting gyrations behind the tug were quite spectacular, as too was the next part when the model dismantled itself after striking the ground a second time. Surprisingly, the Calif was flying the next day.



**These 2 little guys had a really rough ride.**

Col did the final job on John Ramke's Foka – checking that the centre of balance was the same as his own Foka out on the field. More nose weight was needed. Soon after, the Foka was towed off into the blue without a problem. So now our generous host had a model to participate with the rest of us.

At about lunchtime 8 ultralights flew in for a bit of show & tell and look & see. Very interesting, but they were a comparatively minor diversion from the task at hand – flying models. The 8 aeroplanes that landed had no effect on the way we flew: they were parked off to the right, tucked in behind the hanger. I tell you, it is a really large field!

At the end of the day the most remarkable and outstanding model I had ever seen took to the air, John Copland's 1/3 scale Stemmi 10. 23kg of scale, electric powered, 2 place, 7.6m span, self-launching sailplane. Whooley dooley. As it gradually accelerated along the runway people were yelling out "Abort! Abort!" John C however, is made of sterner stuff than that, and lifted off just a few metres before the crop and climbed away majestically – he then turned around and did a gentle beat-up: Just as the 2 wheels of the undercarriage slowly disappeared into the fuselage. Go John! Never avoid the opportunity of a nice fly by. The rate of climb, once established, was quite realistic and a useful amount of altitude was attained by about half way though the available motor run of 9 minutes. Very nice. A pair of screw jacks retract the wheels – the sequence taking about 45 seconds. Extraordinary. The landing was similar to the take off, with everyone wondering whether the giant aircraft was going to roll into the crop. But no, I think it just nudged the crop at the end of the roll-out.

Some "just before dark flying" in silky smooth air followed. Then dark arrived. Rats.

Back at the farm house, we all settled down to another superb meal. Roast pork and roast beef, salad and lots of other nice stuff. All the while talking aeroplanes, aeroplanes, aeroplanes.

After the meal my video footage of the day was shown for those who were interested – but all the time the talk continued. Good stuff.

Up again in the morning and another two breakfasts of eggs and bacon. Yum! Then off to flying field. On Sunday I decided to leave the video camera in the car, sit back, relax and enjoy. Not much lift was around in the morning but everyone was having lots of fun practising landing. There were about 5 tugs to draw on, which was good because tuggers could have a break (ie: rest) without disrupting the flying. There were some beautiful models: Terry and Diane came from Perth (!) with a big ASH25 which looked very very cool with a lot of detail in the finish. Superb.



**ASH25 all the way from Perth**

Most models were 1/4 scale with a few 1/3 models as well. A yellow Lunak was doing a lot of fly-

ing, lots of ASK18s too. The Lunak came back without a canopy, which was retrieved from the drop a long time later about a kilometre away. Talk about lucky!

The weather changed for the better in the afternoon when some clouds came rolling by. Thermals. Big ones. And a breeze. The game plan was to follow a thermal for a while then zip up wind and find another one – well that’s the theory! Lots of happy glider fliers. It even went a bit quiet with so many gliders flying away, giving the tugs a bit of a holiday.

Colin’s Ka 6E is a plane that is happy to fly hands off. It also did the best trick of the day by thermalling away from a low altitude of about 20 feet to just about “phtt”, way up there. All in about 5 minutes. I had my hands full at the time with the Schweizer – it was busy trying to disappear too. Good going Colin. Terrific day. Colin lost contact with the Ka 6E during another flight and enlisted the help of those around to find it for him. Colin didn’t panic as the plane flies itself. He knew it would be OK. If you are going to loose a plane in a thermal, it would seem that a Ka 6E is the one to do it with.

Remember John Ramke’s Foka 5? It works. I think it was Chris Carpenter that handed the controls to our host after the lofty aerotow release. John soon hit some good lift and stayed with it for maybe 30 minutes. The tiny little Foka was really motoring, way up there. I slow down to thermal. John speeds up. The Foka was really hiking, but also stayed up really well. John must have been very pleased, as I don’t think he gets such an opportunity very often.



**John Ramke’s Foka 5 in the background.  
Lunak Foreground.**

The Stemmi 10 flew a repeat performance of Saturday, but had a longer flight this time, courtesy of the good thermal activity. It was probably up for about half an hour. Everyone was a bit more relaxed during take off and landing. But it still used the entire strip coming, and going.

An amazing weekend. Colin and I left reluctantly, as the flying was still good. Not much later however, I noticed a spot of rain on the car window. It rained for maybe half the way home. John, our host had a good weekend. Friends, fellowship, flying – and rain. Most of all though, he needed the rain. Good luck John and best wishes.

**Auction  
Night!  
Friday  
October 13th**

**Buyers and Sellers  
MUST register**

**Registrations from  
7:30pm on the night  
Come along and sell that  
model you never fly  
or add to your squadron!  
Details in October Aspectivity**

**There are many models available, both in local shops and from overseas via the internet/mail-order. Please check availability with local shops first. This is a sample listing—certainly not complete—of some ARF/Kit electric-assist sailplanes under \$300. Many can easily be modified to brushless/LiPo. Local indicative pricing is given.**

**Multiplex Easy Glider Electric** ARF moulded EPP foam Featuring a geared Permax Speed 400 motor and folding propeller. Aileron/rudder/elevator/throttle.

**\$125 to \$150**

**Monton 1600 ARF** Electric Powered Thermal Glider Almost Ready-to-Fly

**\$169**

**ROC 2000 - 540 powered electric assisted glider.** Full flying T-tail elevator, tough ABS body and an installed 540 electric motor.

**\$149**

**Green RC ROC2000 EP ARF glider** 2000 mm span w/motor, prop. With 20A ESC, 8.4V NiMH battery & 12V charger

**\$179**

**Thunder Tiger e-Hawk 1400** Gel-coated fiberglass fuselage, sheeted and covered 2-part 1400 mm wing, finished tail surfaces and matched 380-power package, with a 6x3-folding propeller. Aileron, elevator and throttle. Can be modified for rudder.

**\$150**

**Thunder Tiger Soaring Star** 2000 mm powered glider with fiberglass fuselage, built-up and UltraCote-covered wing and T-tail and a 540-size motor with 8x4.5 folding prop.

**\$225**

**Koska Swing** - 4 Channel speed 600 powered 2000 mm glider with Ailerons.

**\$299**

**Easy Oriole 64** 3-4ch electric glider ARF. Includes Speed 600 motor and folding propeller

**\$169**

**Protech Virage** 1600 mm ARF aerobatic model w/aileron and v-tail. Including motor and prop.

**\$199**

**Skyline 18 ARF** Speed 400 electric sailplane. Requires 4 channel radio.

**\$279**

**Glider 2003B** 1400 mm ARF, V tail & ailerons. Speed 400 motor and 20 amp speed controller.

**\$175**

**ROC 2000** 2000 mm ARF T Tail ('Albatross'). Speed 600 motor & prop.

**\$175**

**ESM Petrel 2.6M ARF** Fibreglass fuselage, foam/balsa wings. Aileron, rudder, elevator control. Speed 600 type motor and 8 x 4.5" folding prop included.

**\$240**

**Blejzyk First 2M Glider** Includes electric nose for 480-600 motors.

**\$275**

**Electrify Siren Hotliner** ARF with carbon fuzz, fully painted and covered.

**\$219**

## **From the Internet:**

### **Dynaflight**

Sailplane kits suitable for conversion to electric.

<http://www.dynaflite.com/airplanes/index.html>

#### **Daydream**

Wingspan: 78 in (1980 mm) Wing Area: 630 sq in (41 dm<sup>2</sup>) Weight: 1.5-2.0 lb (680-910 g)  
Wing Loading: 5.4-7.6 oz/sq ft (17-23 g/dm<sup>2</sup>) Fuselage Length: 46.5 in (1180 mm)  
Requires: 2-channel radio w/2 standard or mini servos

#### **Skeeter**

Wingspan: 78 in (1980 mm) Wing Area: 630 sq in (41 dm<sup>2</sup>) Weight: 1.5-2.0 lb (680-910 g)  
Wing Loading: 5.4-7.6 oz/sq ft (17-23 g/dm<sup>2</sup>) Fuselage Length: 46.5 in (1180 mm)  
Requires: 2-channel radio w/2 standard or mini servos

#### **Talon**

Wingspan: 50 in (1270 mm) Wing Area: 309 sq in (20 dm<sup>2</sup>) Length: 31 in (790 mm)  
Wing Loading: 6.5 oz/sq ft (20 g/dm<sup>2</sup>) Weight: 14 oz (395 g)  
Requires: 2-channel radio with 2 mini servos and 2+ rolls of Top Flite MonoKote® covering

#### **Bird of Time**

Wingspan: 118 in (3000 mm) Wing Area: 1070 sq in (69 dm<sup>2</sup>) Length: 49 in (1245 mm)

Wing Loading: 5.5 oz/sq ft (17 g/dm<sup>2</sup>) Weight: 41 oz (1160 g)  
Requires 2-3 channel radio and 3+ rolls of Top Flite MonoKote® covering.

## **SkyBench**

<http://www.skybench.com/sselect.html>

Traditional classic build-with-wood sailplane designs - converted to electric and released as laser-cut kit versions. Designs based upon the famous Dave Thornburg classics. "Bird of Time" and "Sunbird".

On this site are construction guides and articles relating to the conversions and history behind these classics.

**Mini Bird E** (small version of Bird of Time) Flying Weight (Less Battery) 7 oz. Wing Area 259 sq. in. Wing Span 50 in. \$69.95 US

**Electric "Big Bird"** (looks like "Bird of Time" similar size). \$138.95 US

**Electric "Sun Bird"** (based on Dave Thornburg's pioneering Hand-launch Glider.

## **Great Planes**

<http://www.greatplanes.com/airplanes/sailplanes.html>

Models from "Great Planes" come as kits or ARF's. These are well known models, some of which have already been converted to 'electric'. Most of these sailplane can be converted to the dual role as glider or electric. Down-loadable manuals for each of these models are on the web site plus guides and hints on the power train required. Many of the local (Melbourne) Model shops stock "Great Planes".

Some models:

**Spectra Electric Sailplane / Spirit 2 Meter Sailplane / Spirit 100 Sailplane / Spirit Elite Sailplane / Siren Hotliner EP ARF / Spectra ARF & Select / Spirit 2M ARF / Spirit 100 ARF / Spirit Elite Glider ARF / Spirit Select 2M RTF**

## **WANTED**

**Futaba 29 MHz AM Multi-channel (minimum 4) Transmitter with RF Module or separate RF Module on 29 MHz AM.**

**OS Minitron 10—12 Channel Radio Set (Reed Valve).  
Complete if possible.**

**Geoff Hearn  
Phone : 9729 3889**

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<b>Registrar</b> Raoul Wynn.....	98579029

**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**