

**SYDNEY RADIO CONTROL SOCIETY - incorporated
CLUB NEWSLETTER**



**Annual General Meeting and
Special Resolution**

**To be Held at
Toongabbie Sports and Bowling
Club
12 Station Road, Toongabbie
9624 6230**

**Friday Evening
3 September 2004 at 8PM
Dress rules apply**

Agenda:

- **Apologies**
- **Previous Minutes**
- **Matters arising**
- **Presidents Report**
- **Treasures Report**
- **Secretaries Report**
- **Election of the Committee**
- **Special Resolution-Changes to the Rules**
- **Other Business**

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Please note that any article, technical or historical fact or fiction other than the published minutes of general meetings of the club, express the opinions of the writer of such articles and do not necessarily become fact. The club accepts no responsibility for any outcome of any incident that may or may not be attributed to any matter printed in the club newsletters.

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THE 2003 – 2004 COMMITTEE

<u>NAME</u>	<u>POSITION</u>	<u>PHONE</u>	<u>E-MAIL ADDRESS</u>
Mike Close	President	(02) 9872 6469	Mikeclose@cherry.com.au
Paul Toyne	Vice President & Safety Officer	(02) 9642 7059 0419 525 664	Paul.Toyne@orica.com
Paul Toyne	Acting Secretary		
Ewald Klinkenberg	Treasurer & Registrar	(02) 98312817	Klink@idx.com.au
Norman Bantin	Newsletter Editor	(02) 9624 8117 0403 337 829	DOT11E@onaustralia.com.au or Norman.Bantin@sydneywater.com.au
Jon Scarpellino	Ordinary Member	NA	kejj@smartchat.net.au
Bill Barrett	Ordinary Member	(02) 9680 7114 0416 363531	bbbarrett@ozemail.com.au

**WEB PAGE ADDRESS
WWW.SRCSCLUB.COM/**

Members please note: -

For those who have not obtained their 2004 – 2005 Club badges they are available in the Transmitter Pound please find and wear at all times for identification purposes.

INSTRUCTORS COURSE:

An Instructor's Course is to be held at the Cootamundra State Field on the weekend 25th and 26th of September 2004. Those interested please contact Mike Close at the field by phone 9872 6469 or e-mail mikeclose@cherry.com.au

CLUB EVENTS

Kevin Gray Fun Fly
Pattern Day

Date

Saturday 28 August
Sunday 31 October

Alternate Date

Saturday 11 Sept
Sunday 14 Nov

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PRESIDENT'S LETTER

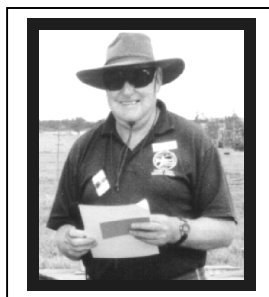
The Rules of SRCS, like the Club itself, have been relatively stable. In fact since we became incorporated 16 years ago, and after modifying the Model Rules to be appropriate to our type of organization, there has only been one Rule change and that was to allow Social Members. However within this Newsletter there is notice of three proposed Rule changes. These have to be passed by a Special Resolution, which means that three weeks notice has to be given, and they have to 75% of the votes cast at the meeting, including any proxies, to be in favour.

The first changes are straightforward. On re-reading the Rules it seems that once someone has ceased to be a member then they cannot rejoin. I do not remember this ever being the intent, and we have welcomed back several former members. Deleting this clause removes any question as to whether they are legal members. The second is a formality to bring our definition of both Junior and Pensioner Members into line with that of the MAAA and MASNSW. We really have no option on this, as our members also become Affiliated Members of those organizations.

Over the years there have been a couple of examples when the moral thing to do was to pay money to a member of the committee for work they were doing for the Society. However the Rules specifically do not allow this. Whilst some ideas have been floated recently, the proposed Rule change is just to allow payment. If agreed, actual payment can only be done if a specific Special Resolution is passed in the future and that of course requires 75% of the votes to be cast in favour. The motion to change the Rule has been put forward now, so that if there is a suggestion in the future that a payment should be made, we do not need a Special Resolution to change the rule as well. Debating effectively two Special Resolutions at the same time could just be confusing.

It is really good to see we have so many new members at the moment who are learning to fly. The question is often asked, when can I fly by myself? The MAAA require that anyone going solo flies to Bronze Wing standard. That is not having Bronze Wings but flying to the standard required. Indeed I prefer that students are allowed to fly solo and then formally do their Bronze Wings a week or so later, rather than have the added pressure of having to 'pass an exam' before flying by themselves. Wings can only be awarded by an MAAA Instructor, but even if not doing the Wings test, I would expect the instructor letting someone go solo to be satisfied that the student understands and is competent to pass the test. This includes things that I often find are weakness when testing members for Bronze Wings. These include the details of the pre-flight check, general calling of landings and take offs and the need to check that no aircraft is about to land before calling a takeoff. Students do not often have the opportunity to land with an actual dead stick but it is important that they have practiced flying an S approach rather than turning down wind and being blown away when they are too high on a simulated dead stick. Obviously there will not always be an instructor present and the MAAA allows other competent fliers at the field to let a member fly without direct supervision. However if you have not been cleared to fly by yourself by either an MAAA or an approved Club Instructor then you should not fly if you are by yourself or if the members at the field at the time do not give you permission. To fly without being properly cleared could affect your insurance cover and none of us would want that.

***Happy and safe flying,
Mike Close President***



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PROPOSED ALTERATION TO RULES 2, 43 and 44

SEE WEB PAGE FOR CURRENT RULES - WWW.SRCSCLUB.COM/

In accordance with the Rules of the Association the following rule changes are proposed as a Special Resolution for consideration at the Annual General Meeting on Friday 3rd September 2004. Changes are underlined in bold type.

MEMBERSHIP QUALIFICATIONS

2. (l) A person is qualified to be a member of the Society if, but only if-

The person is a person referred to in section 15(l)(a), (b) or (c) of the Act **and has not ceased to be a member of the Society at any time after incorporation of the Society under the Act**; or

(Other Clauses)

2(2) (b) the following types of membership of the Society only shall be available -

(i) Senior membership shall be available to all persons who **do not qualify for junior membership on the 31st of December of the year of joining the Society are over eighteen (18) years of age**; or

(ii) Junior membership shall be available to all persons who at the time of joining or renewing their membership of the Society have **not attained the age of eighteen (18) years or if they have turned 18 years old on or after July 1 of the current membership year. The membership year is July 1 to June 30 have not attained the age of nineteen (19) years at the 31st. of December of that Year**; or

(iii) Pensioner membership shall be available to all persons who can produce a current **Social Security pensioner card Social Security pensioner card issued by the Commonwealth of Australia**; or

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PAYMENT, ETC; OF OFFICE BEARERS AND MEMBERS

43. A member of the Committee shall not be appointed to any salaried office of the Society or any office of the Society paid by fees, and no remuneration or other benefit in money or money's worth shall be given by the Society to any member of the Committee except -
- (a) Repayment of out-of-pocket expenses;
 - (b) Interest at a rate not exceeding interest at the rate for the time being which is or would be charged by the Society's bankers for money lent to the Society; and
 - (c) Reasonable and proper rent for premises let to the Society.
 - (d) Where such benefit is authorized by Special Resolution of the Society**
44. Without affecting the operation of rule 17, **and unless authorized by rule 43(d)**, the office of a member of the Committee shall become vacant if -
- (a) The member holds an office of profit in the Society;
 - (b) The member is directly or indirectly interested in any contract or proposed contract with the Society.

The following is an extract from the Rules of the relevant sections concerning Rule changes.

SPECIAL RESOLUTION FOR MATTERS OF VITAL IMPORTANCE

32. A resolution of the Society is a Special Resolution if -
- (a) It is passed by a majority which comprises not less than **three-quarters** of such members of the association as, being entitled under these rules so to do, **vote in person or by proxy at a general meeting** of which not less than **21 days written notice** specifying the intention to propose the resolution as a Special Resolution as given in accordance with these rules; or

APPOINTMENT OF PROXIES

34. (1) Each member shall be entitled to appoint another member as proxy by notice given to the Secretary **no later than 24 hours** before the time of the meeting in respect of which the proxy is appointed.
- (2) The notice appointing the proxy shall be in the form set out in Appendix 2 of these rules. (See attached form on back page)

ALTERATION OF OBJECTS AND RULES

38. The statement of objects and these rules may be altered, rescinded or added to only **by a Special Resolution of the Society**.

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Minutes of QGM Meeting June 11th –2004, Castle Hill RSL 8.00pm



Apologies

Paul Toyne
Phil Chapman
Bob Evans
Colin Bruce

Attendance (We need a bit more support here guys)

Norm Bantin
John Scarpellino
Mike Close
Bill Barrett
Ewald Klinkenburg

The Meeting was chaired by Mike Close and minutes taken by Norm Bantin.

Previous Minutes

The minutes of the previous QGM were taken as accurate. Motion by John Scarpellino, second by Bill Barrett - unanimous

Matters Arising

All safety activity signs have been erected by Mike Close

Entrance Roadway- on going maintenance

Mark has located what he considers a suitable material @\$12.10 per tonne. \$2000.00 = 165 tonne, and this will be sufficient material for the roadway to be totally surfaced from the roadway to the shade area. Mark has since advised that the composition of the material has some tar content. Mike Close contacted Road Master who rejected the proposal due to the possible risk of the tar. The committee will investigate an alternate solution

Website (PT)

The offer of Craig Betts for the website contract was accepted by the Committee. So far only the front page has been completed – Mike Close to contact Craig to check progress.

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Sport Pylon racing

The suggestion by Steve Hasset, that Sport Pylon racing be held at SRCS has been rejected by the Sport Pylon Association due to the suitability of the suggested runway and the problem with the trees.

Club Contact Details

Norm Bantin is to include the Web address and Club email address details in the header of the newsletter.

Snakes Alive!

Mike Close has updated the notice board with the details for Steve Quy, club member who has offered his assistance as a snake expert if snake removal was required.

- Secretaries Report -Nil

Treasurers Report

- Figures for the last meeting were accepted (See Attached report)

Current Members

Seniors 89, Pensioners 9, juniors 5, Associates 19, Spouse 1, Life 4

Club Fees

It was moved by Ewald Klinkenburg and seconded by Bill Barrett that the SRCS fees remain the same as last years.

Eligible for MAS Newsletter

Full Member	Mailed	e-mailed
Senior	\$197.50	\$187.50
Junior	\$122.00	\$117.00
Spouse	\$158.00	\$148.00
Pensioner	\$153.00	\$148.00

Not Eligible for MAS Newsletter

Associate Member	
Senior	\$45.00
Junior	\$10.00
Spouse	\$10.00
Pensioner	\$10.00

Other Business Nil

MC closed the meeting at 8.50pm

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Sydney Radio Control Society

Profit & Loss

April 2004

	This Year	Last Year	
Income			
Club Clothing	\$415.00	\$0.00	Associate 19
Donations	\$0.00	\$150.00	Junior 5
Gate Keys	\$575.00	\$160.00	Life 4
Interest	\$1,235.60	\$0.00	Pensioner 9
Joining Fees	\$1,155.00	\$1,410.00	Senior 89
Member Fees	\$17,938.15	\$13,885.20	Spouse 1
Misc Income	\$11.00	\$0.00	
Scale Day	\$496.30	\$506.60	127
Total Income	\$21,826.05	\$16,111.80	
Expenses			
Badges	\$0.00	\$112.20	
Bank Charges	\$43.55	\$14.29	
Club Clothing	\$875.60	\$0.00	
Competition Prizes	\$93.04	\$344.00	
Consumer Affairs	\$56.00	\$56.00	
Equipment Hire	\$0.00	\$81.81	
Equipment	\$136.67	\$367.20	
Field Maintenance	\$154.05	\$212.01	
Food & drink	\$0.00	\$34.25	
Hall hire	\$190.00	\$700.00	
Locksmith	\$758.20	\$0.00	
Mailing	\$874.00	\$220.00	
Depreciation	\$0.00	\$206.58	
MAS fees	\$14,054.75	\$10,037.00	
Postage & shipping	\$130.25	\$148.50	
Printing	\$48.85	\$21.90	
Scale Rally	\$250.00	\$183.43	
News letter	\$658.45	\$349.84	
Field upgrade	\$0.00	\$49.80	
Toilet Services	\$0.00	\$110.00	
Total Expenses	\$18,323.41	\$13,248.81	
Net Surplus	\$3,502.64	\$2,862.99	

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HOG DAY REPORT 2004

The **9th Annual Hog Day** was run on Sunday 27th June with many entrants enjoying this unique day in the SRCS calendar.

A slight breeze ensured that numbers were consistent this year with the flying conditions best described as pleasant. Surprisingly there were no major fatalities and all Hogs went home with their hocks in the correct place. Mike Close added some new competitions for the day including 2-minute flight and most accurate landing. This created some variety and great fun on the day.

Although the conditions were good, the event was enhanced by a great sausage sizzle ably manned by Derek and Norm. Thanks guys.

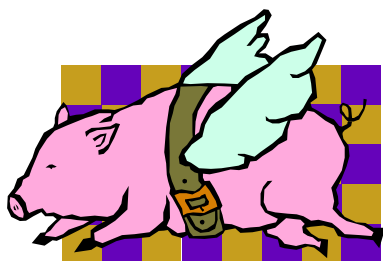
Paul Toyne was rewarded for ***the great job performed*** on his super size Hog, Pauline (***Please explain – SN***). He won his category and the Perpetual Trophy, which was reluctantly handed over by Norm Bantin, the 2002 & 2003 winner (***Just you wait till next year you swine***). I'm still trying to polish out Norm's finger imprints from the trophy.

The winners were as follows:

- ❑ Paul Toyne won the best Non Standard Hog & ***Concourse D'elegance***
- ❑ John Howard won the best ***Standard Hog***
- ❑ Bill Bollard won the ***2 min Flight***
- ❑ Robert Zyp won the ***Spot Landing***
- ❑ Stormin Normin won the Pig's Ear award for the best stuff up. (***What a lot of Hogwash) I was distracted!!! - Stormin***

I know it seems like a long way away however let's get building those Hogs from kits and plans that are hidden away under the bed or in the garage and try to make next years event the biggest ever.

If anyone wants a Hog plan please let me know and I will organize it for you.



Paul Toyne **(Champion Pig)**

Pylon report Nowra 30 May 2004

Nowra has a reputation for being a bit windy at this time of the year. Saturday was quite gusty and Sunday, Race Day, was expected to be the same. The course was set up parallel with the club's usual flying pattern and the expected westerly wind would have blown the planes across the course. We all expected that, but surprisingly, it didn't happen. The weather was perfect. The wind never happened; apparently the Nowra Club scheduled the wind for another day. There is usually a fair amount of broken planes at the end of the day, but Nowra was an exception. Well almost. Mike Medlock finished the first race, pulled one more turn, a turn two many as it turned out, and the wings clapped hands. The whole lot "plummeted" into the ground. Very spectacular. Tom Prosser had his vertical fin chopped off by a following plane and remarkably eased it into a safe landing. Results for the day were up and down for the SRCS members. Adrian Burns had to resort to changing his engine to stay competitive. Peter Locock found his form towards the end of the day and posted some very good times, your scribe doing something the same, cracking the 100 sec barrier. John Wenbourne was very consistent but couldn't find the speed required. Col James was using a new plane for the first two races but weren't competitive until he reverted back to "old stretch" (three old vipers joined as one).

Highlight of the day was the duel between Brent Gausel and Mark Locock. Both fly an impeccable course. It really comes down to a little slip here or there, an engine that was a little off tune. Just some very slight advantage means the difference between wining and loosing between these flyers. It all virtually came down to the last race. Mark recorded the best time in Sports Pylon in that last race, 97 secs!! Brent was pushing his plane to the limit, pulling hard turns and keeping the course the course minimal. No place for the faint hearted out there! On the last lap Brent's signature Pink and Black painted machine ploughed in rounding # 3 pylon. Mark took out the win; his second in a row, and Brent took fourth place. Real good hard racing.

Results for SRCS from a field of 20 competitors

1st Mark Locock, 3rd Col James, 4th Brent Gausel, 6th Peter Locock, 10th Mike Medlock, 12th Adrian Burns, 13th John Wenbourne

What does it take to win in Sports Pylon?

A comparison with the race times of the winner at last years Nowra and these years Nowra race might shed some light on the subject.

2003	119.6	114.2	109.0	108.8	104.4	113.4	113.0
2004	104.0	102.0	101.2	100.0	102.7	97.0	

What's changed? The engines are the same. Stock standard TT46. The rules haven't changed either. The main difference that I can see is the design of the planes. The immergence of some new aircraft that minimize any aspects of design within the rules. Col James instigated the import of the Viper by Great Planes. The plane isn't a revolutionary design. It is however, a very "clean" aircraft built specifically to conform to the rules and maximize any aspects of design and no variation between units (planes). Brent Gausel flies his own designed and built aircraft. They are proven to be up with the best. Both these two designs share aerodynamic cleanness. Formerly, Sonic's or Sonic styled planes led the way, however they seem to "hit the wall" at 109 secs and that wont win today. What scores are around the corner? Time will tell.

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Buying and Building-Thanks from The WEB Shamim Mohamed pongo@drones.com

Should I start with plans and build my own plane from scratch, buy a kit plane with wood and plans included, or go with one of those everything included ready to fly planes.

There are a few good trainers that are ready to fly (or almost ready to fly, ARF). ARF planes are usually heavy and hard to repair. The new generation of ARF kits are all wood and better built but more expensive. The better kits have parts that are machine cut; the somewhat cheaper ones are die-cut. You'll probably have to do a little more work with a die-cut kit, mostly in separating parts and sanding them.

ARFs vs. kits: this is a matter of opinion, but more people seem to think that kits are a better idea for beginners. **Pro kits:** you get valuable building experience and are able to do repairs. Moreover trainers are good planes to learn to build as well as to fly, and most of them are cheaper than most ARFs. **Pro ARFs:** you can be flying sooner, and you have less emotional investment in the plane so when you crash you don't feel as bad. However: regardless of what you chose, your chances of a painless education are greatly improved if you have an instructor—both for building and for flying.

Remember, the plane you buy doesn't have to be good looking; it just has to teach you to fly! Many pilots after building a beautiful model are so afraid to crash that they never fly. Far better to have a scummy looking plane that you don't mind crashing again and again and learning to fly than to have a slick model that you can only mount on a stand! After you are proficient you'll have plenty of time to build good-looking planes.

It seems to be the general consensus that there are enough decent kits around that building from scratch is not really worth the effort unless you are into design or obscure scale models. If this is what you really want, you may find the "plotfoil" program (available from the rec.models.rc ftp site and from comp.sources.misc archives) useful.

The most important thing you can do while building is to make sure that everything is straight and square. This will result in a plane that flies consistently, predictably, and according to what you do at the transmitter instead of constantly trying to turn! This means: make sure the fin and the stabilizer are at right angles; make sure the wing and stabilizer are at right angles to the fuselage (viewed from above); looking at the side view, the wing, stabilizer and engine (if any) are all at the angles specified on the plans; and that the wing is built on an absolutely **flat** surface, to make sure it doesn't have any warps or bends.

Covering

For now, stay with Monokote. It's reasonably easy to apply, not too heavy, and fuel proof. (The label gives directions.) Also, if you screw up a bit and find that the wing is warped, sometimes you can fix it by twisting it and re-shrinking the covering to hold it in place.

Hinges

There seem to be as many opinions on this as their ways of hinging! The important thing to watch out for—they should be strong enough so they won't pull out, and the gap between the surfaces should be as small as possible. This is yet another place that an instructor is invaluable.

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ELECTRICS-Thanks from The WEB Shamim Mohamed pongo@drones.com

Didn't know that you could put an electric motor and batteries in an airplane. Isn't that kind of heavy?

Modern NiCd batteries are pretty amazing. You can charge them in 15 minutes, take power out of them at up to 50 amps or so, and do it all day. That capability is what makes electric flight possible. Electric power can be used for any kind of flying—gliders, aerobatics, even racing. It's an excellent choice for sport flying.

What are the advantages and disadvantages of electric flight compared to wet power?

Electric power systems are heavier for a given power output. This means that planes must be built lighter, which may be more challenging (especially for the beginner). That's really the only significant disadvantage. The big advantages are that electrics are quiet and clean.

To me, the biggest advantage of all is that electric flight is unusual and interesting.

What is the best way to get started in electric flight?

That depends on what you want to do and where you're starting from.

If you've never flown RC before, and you want to start with an electric plane rather than a pure glider, I recommend an electric glider like the Airtronics Eclipse. This will give you the best chance to stay ahead of the plane. In the sport/trainer category, I hear a lot of good things about the Leisure Amptique.

If you know how to fly RC, you have a lot of choices. The simplest and most available electric power systems use six or seven cells. These are called "05" systems, and are very similar to the power system of an RC car. You can find all sorts of planes in kit or plan form, which will work well with these systems. Outstanding examples are the aforementioned Eclipse and Amptique, old timers such as the Leisure Playboy and Astro Viking, a variety of semi-scale kits from Davey Systems, all sorts of gliders, and the aerobatic ElectroStreak from Great Planes. Any two-meter glider kit can be easily adapted to six or seven cell electric by a moderately competent builder. Just stick a motor in the nose, battery under the wing, and go.

If you want more performance, good ground handling, or just like larger planes, there are larger power systems available, all the way up to systems, which will handle a 60-sized power plane. The cost and complexity, of course, go up with size. Any reasonably well-designed power plane kit or plan can be adapted to an appropriately chosen electric power system. The first step is to leave out half the wood—all power planes are grossly over designed. Electric motors generate very little vibration, which helps you get away with lighter structures.

What are the elements of an electric power system?

The power system includes a battery, a motor, a control, and wiring. The battery is almost always made up of Sanyo NiCd cells in the appropriate number. Motors vary from

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the simple, cheap "can" type (otherwise known as "540" or "550" style), through more sophisticated styles adapted from RC car motors, up to the cobalt powerhouses.

Controls can be a simple on-off switch controlled by a servo, a directly controlled on-off switch, or a proportional electronic control.

If you are going to fly a glider or old-timer type plane with less than a 500-watt motor, think seriously about getting battery packs made of Sanyo 900 SCR cells. They are significantly lighter than the more usual 1200 mA (sub-C) cells and give excellent performance.

What do the various letters used to refer to NiCd cells mean?

SC is the basic cell. SC cells will take fast charging and have reasonably low internal resistance. SCR cells have lower internal resistance and a somewhat flatter discharge curve, that is, they put out nearly the same voltage from beginning to end of the discharge. SCRs are best for high current drain applications. SCE cells have somewhat more capacity for the same physical size, but also have higher internal resistance. They are best for low current drain use (less than about 10 Amps.) The higher capacity of SCE cells will not be realized at high current drains, and they will heat up more than SCR cells.

Many kits nowadays come with a power system. In most cases, these systems are adequate for the application. It won't hurt to try what's there to start with, you can always experiment later. If the kit you choose doesn't come with a motor, of course, you'll have to choose one. If you are a beginner, go with the recommendations of the kit manufacturer. If you are an experienced Racer, you probably don't need my help.

For a six- or seven-cell glider or old-timer with a cheap motor, an on-off switch is sufficient control. For anything else, you will have much greater enjoyment with a proportional throttle. Get a high-rate control, they are much more efficient at part throttle. There are several good brands out there, but I like Jomar for good controls at good prices.

What support equipment do I need?

You need a charger of some sort. If you are using six or seven cells, any RC car charger will do the job. You don't need peak detecting or any of that fancy stuff to start with. For larger packs, there are good high-voltage chargers around. Check out Astro Flight and TRC, among others. Remember, the biggest enemy of NiCads is heat, so try and keep those batteries cool when charging. Expect to pay about \$40.

How are motor sizes specified?

Motors are traditionally specified by a system which attempts to equate them to wet engines. There are significant problems with this, but they probably aren't of concern to beginners. An "05" motor takes a six or seven cell battery and puts out 75 to 120 watts, and so on up to a "60" which takes 28 cells and puts out 1200 watts. Incidentally, there are about 750 watts in a horsepower.

The actual power output for a given voltage (number of cells) depends on the load. Unlike wet engines, electric motors put out more power with more load. If you don't like

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the performance you get from your plane, you can try a bigger propeller—up to a point. More power, of course, means less run time.

In the ideal world, motors would be specified by the total power they are capable of supporting and by the number of cells (or voltage) with which that power is produced.

What's a cobalt motor and why would I want one?

Rare-earth magnets, of which the most common type is samarium cobalt, are stronger for a given weight and volume than ferrite magnets. Perhaps an even more important reason for getting a cobalt motor is that they also have better brushes, bigger shafts, better bearings, are built more carefully, and so on. For the serious electric flier, they are worth the extra expense.

Where can I get this stuff?

Electric equipment is somewhat specialized, and most hobby shops aren't yet sufficiently enlightened to carry very much. You can use RC car equipment for a lot of things (after all, they developed this stuff in the first place) and your local hobby shop will have lots of that. If you want to get more sophisticated, get the catalogues from Hobby Lobby and Hobby Horn (both have ads in all the usual magazines.) Both catalogs contain a lot of detailed information that I can't fit in here. Hobby Horn has good prices on mainstream stuff. Hobby Lobby sells the lines of several European manufacturers, and tends to have higher prices for fancier (or at least more unusual) stuff. I haven't dealt with CS Flight Systems on the East Coast, but I read good things about them.

FOR SALE

Aircraft-Sporster with 40 size 2-stroke

1 only Heat Gun

2 only Flash 5 Hi-Tech transmitters – one on 647 and the other 639

Contact Stephanie Taylor 02 45728541

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These items can be purchased from the Club Treasurer: -

Club metal badges	\$5 ea.
Club cloth badges	\$5 ea.
SRCS stickers	50c ea.
Club Tee shirt	\$25 ea.
Club Caps	\$15 ea.

The club has now purchased **new shirts and caps** and is available from Ewald the Club Treasurer. Sizes for the shirts are large and XLS in blue or grey. Ewald has purchased a limited number – so get in early.

To assist Ewald in ordering more stock, prevent over ordering and those who are interested, could members please complete the following form and send to

Ewald Klinkenburg
5 Rignold Street,
Doonside,
2767, NSW.

Or see Ewald at the field or another committee member

I am interested in ordering the following: -

NAME	NO	ITEM	COLOUR (Blue or Grey)	SIZE	COST
		Shirt			
		Shirt			
		Cap			
		Metal badge			
		Cloth Badge			
		SRCS Stickers			
				Total Cost	

**SYDNEY RADIO CONTROL SOCIETY - incorporated
CLUB NEWSLETTER**

SYDNEY RADIO CONTROL SOCIETY

INCORPORATED

FORM OF APPOINTMENT OF PROXY

I,.....
....

(Full name)

of,.....
.....

(Address)

Being a member of Sydney Radio Control Society Inc.

Hereby appoint.....
(Full name of proxy)

of.....
(Address)

Being a member of that incorporated Society, as my proxy to vote for me on behalf at the General Meeting of the Society (Annual General Meeting or Special General Meeting, as the case may be) to be

held on theday of 20 and at any adjournment of that meeting.

* My proxy is authorized to vote in favour of/against (delete as appropriate) the resolution (insert details).

**To be inserted if desired.*

Signature of member appointing proxy.....

Date.....

NOTE: A proxy vote may not be given to a person who is not a member of the Society.