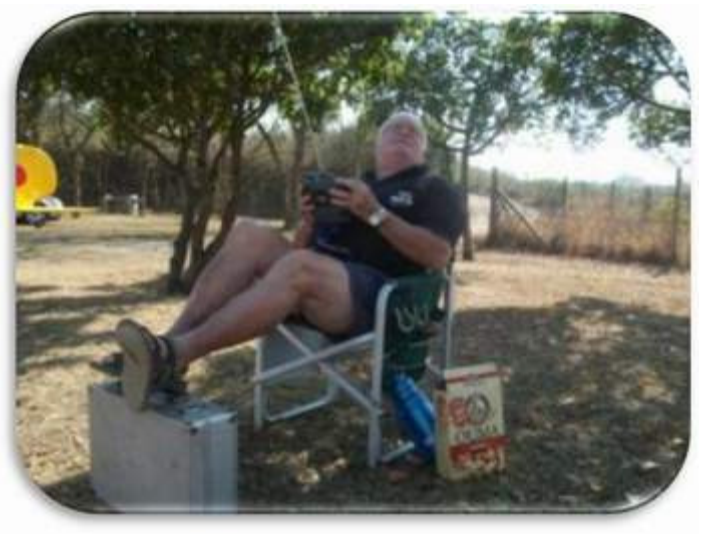
September 2010 – Newsletter

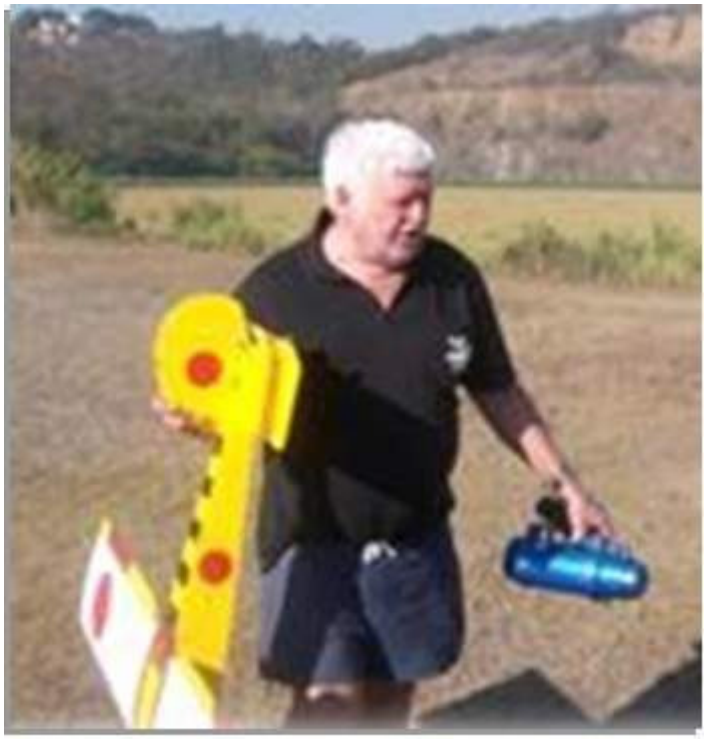
VALLEY RADIO CONTROL MODEL CLUB

By now we are fairly certain that you really like... LOVE our regular newsletters. After all, who wouldn't look forward to getting a newsletter chock full of interesting articles, reviews and other cool stuff about our club? But to be honest, it's always great to get new material from different members, all new material is always most welcome.

Picture of the Month:-
Submit your best pictures and towards the end of the year the twelve best pictures will be used for the 2011 VRCMC Calendar.

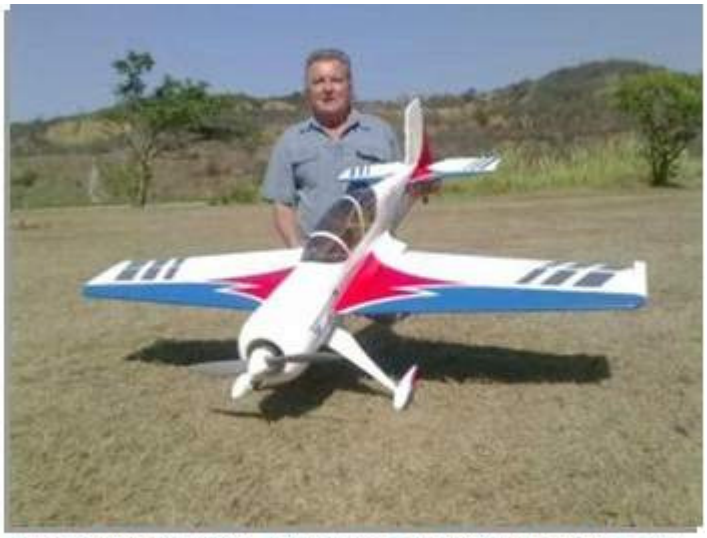
This month's pictures were submitted by Dennis from the "Quarrie Ballies".



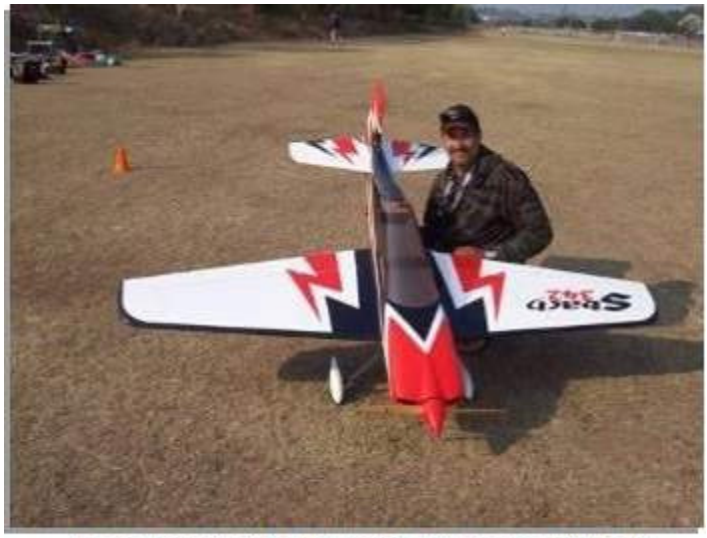


Dennis the "Old Ballie" and his flask of tea

Boys & Their Toys:-



Barry Mann with his new Electric SU29S E50

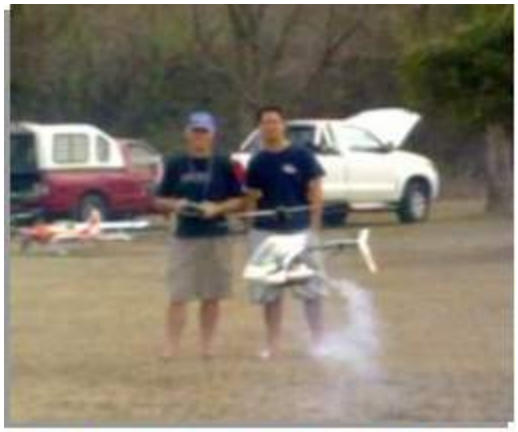


Leon Breytenbach with his new S'Bach 50cc Electric

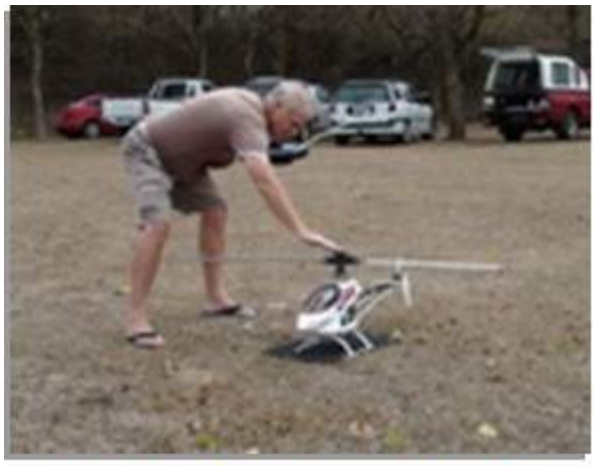
Step One - Rudie and his electric

In February this year we published an article about Rudie's unbelievable sudden attraction to helicopters.

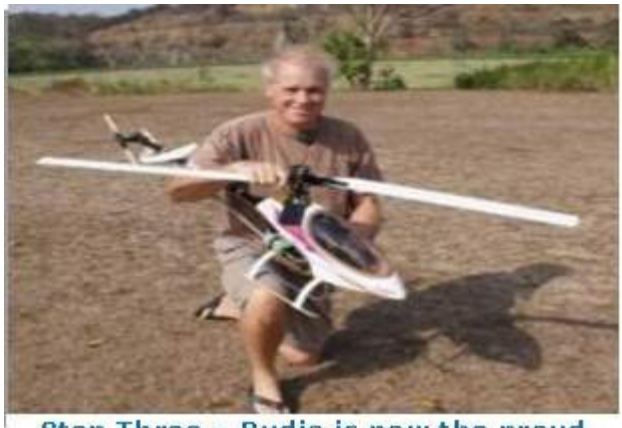
In the beginning he was totally "possessed" with his Electric Rotary Wing Flying device. Well now he has experienced that RC Modeler's feeling again…
"I need more money, I need to go bigger!"



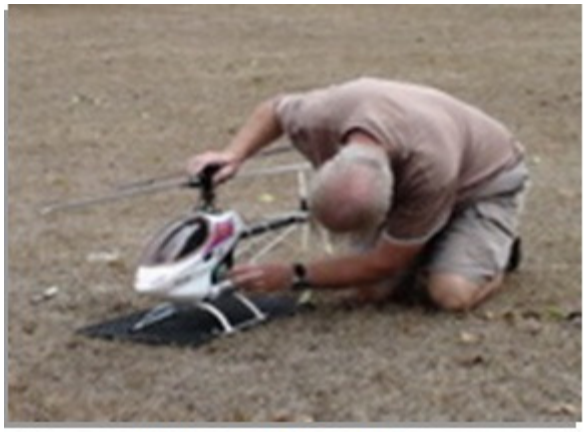
Step Two – Andre assisting Rudie with his conversion to Nitro



Rudie isn't 100% sure where he needs to stand to start his new toy

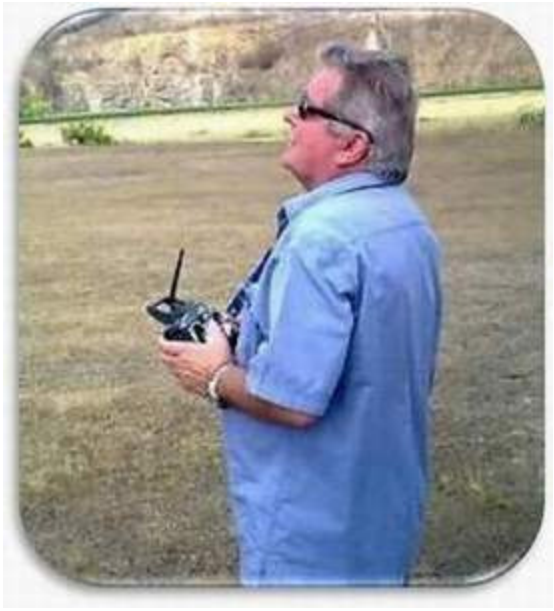


Step Three – Rudie is now the proud owner of a .50 size Nitro Heli



Its inspection time

VRCMC SAMAA proficiency levels achievements:-



"Safety" at the club is paramount. It's in the interest of the sport and the hobby that all members obtain at least their **"solo"** rating as this ensures that a RC Model Pilot has the ability fly and control a model safely when other members are present. The "Solo" proficiency test is very basic and can be achieved by anyone who is currently flying on their own. The following members have now successfully completed their proficiency ratings:-

Barry Mann – Solo (Fixed Wing)
Peter Hopper – Solo (Fixed Wing)
David Charls – Solo (Fixed Wing)

Please note that in terms of the club rules, it is a pre-requisite that anyone wishing to fly at the club should be paid up members of VRCMC and SAMAA. All visitors wishing to fly must be active SAMAA members and must be assisted by our Club Instructors on their first flight.

Check to ensure that your SAMAA fees are up to date. The Current SAMAA fees are:-

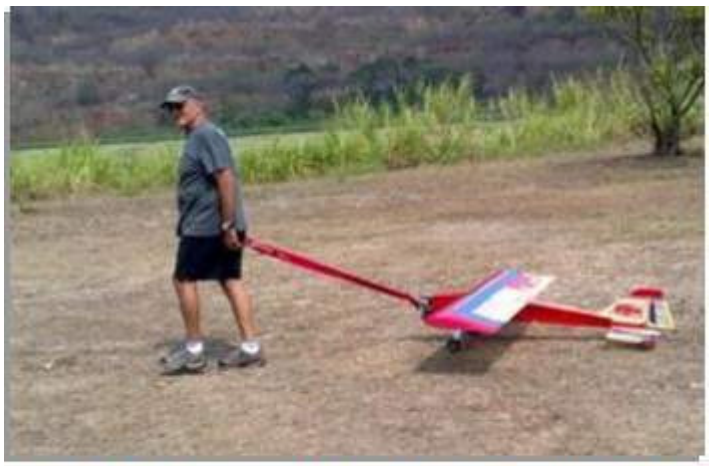
Ordinary (over 18 years)	**-**	**R 310.00**
Junior (18 years and younger)	**-**	**R 160.00**
Senior Citizens / retired (60 years and over)	**-**	**R 190.00**

Call Bob Skinner, Tel: (011) 973-3679, or 083 283 1681, for membership queries, or send an e-mail (samaa-admin@mweb.co.za) or contact one or the committee members and they will take this up on your behalf.

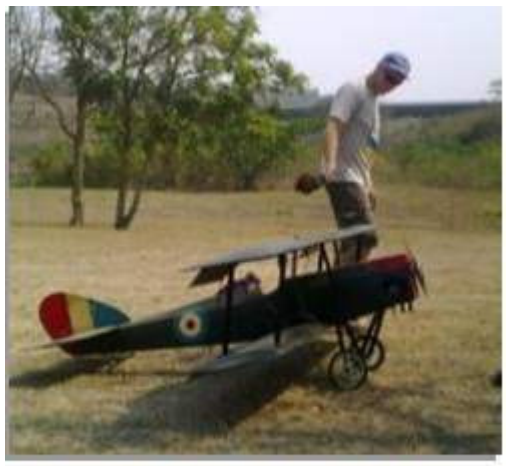
At the Club:-

The camaraderie that has developed at the club over the past year never ceases to amaze us. Dennis & his Ballies managed to do quite a fancy landing in the quarry.

Being inflicted with the extreme disability known as "Old Age" they call for assistance, Ian and two of his work colleges went to their rescue and retrieved the plane. This is what "VRCMC" is all about, well done guys.

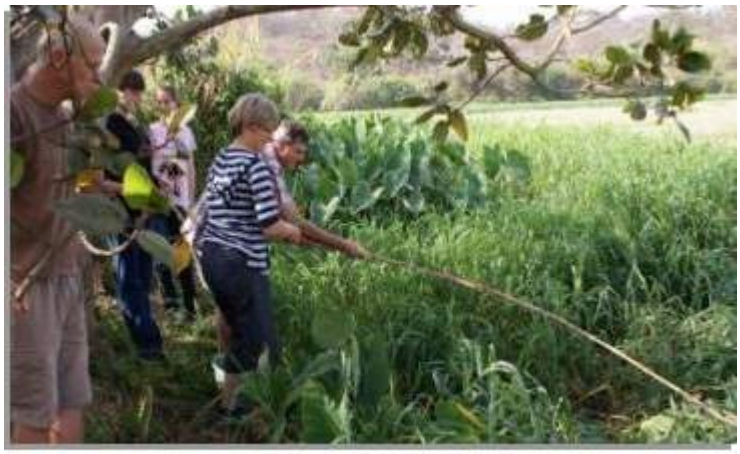


Colin has managed to take the "Buddy Cord" concept to another level.

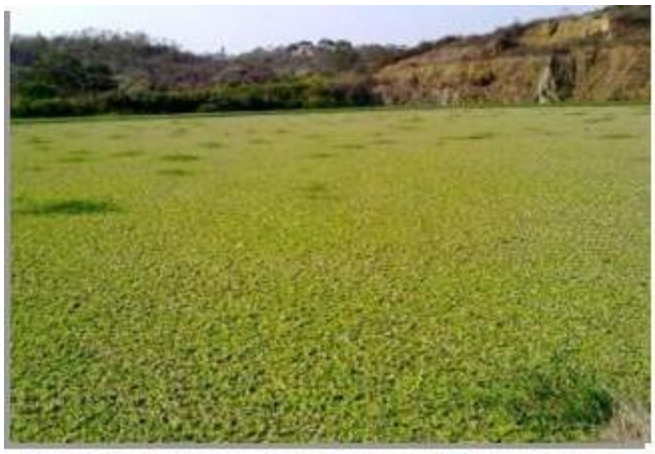


Rudie and his SE 5 - He actually cleaned off all the old dust

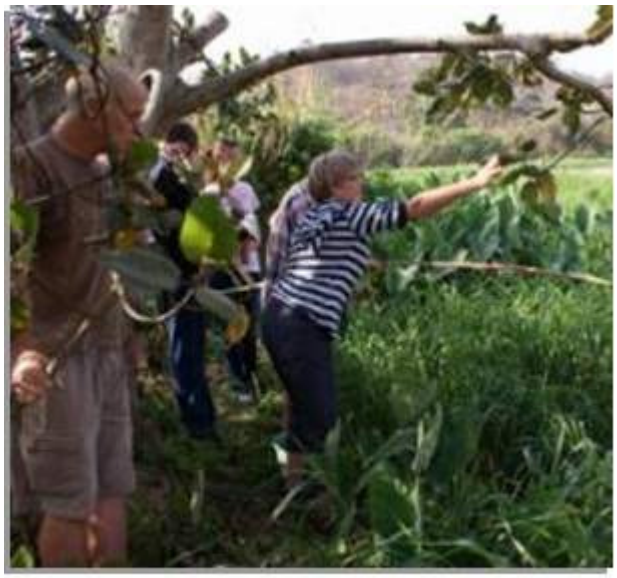
Water Lettuce



Denise and William



Water Lettuce – Saturday 25th September 2010 – we will use this photo to monitor the weevil's progress



Denise in action – distributing the weevils

Denise Gillespie from SASRI Mount Edgecombe supplied and successfully released approximately 2700 weevils on Friday 24th Septmeber 2010 into the Quarry. In appreciation for her kind assistance we presented her with a certificate.
The good news is that the existing plants are already stressed and the weevils are eating away. All we now need is to wait for some good rains and we should then have a clear expanse of water again.

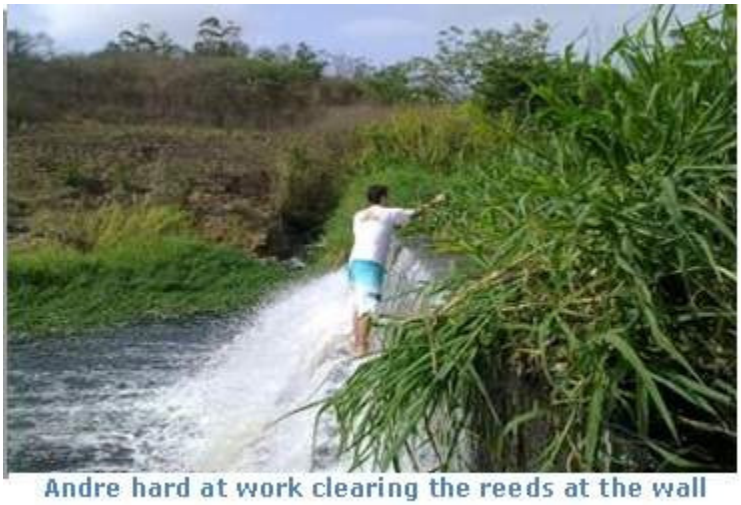
Many thanks to Sekwele, Denise and Debbie for their assistance and we are confident that our fantastic birdlife will return shortly.

Denise will also in turn harvest weevils from the Quarry for other projects

Its spring – but still no rain

Over the next few weeks attempts will be made to clear the reeds at the wall, thus creating a passage for the Water Lettuce plants to be washed over the wall.

History - The Quarry was mined from 1920 until 1997, evolving from a hill to an excavation 65m below ground level. The Umhlatuzana River was diverted into the site to form a 95 000 m2 lake area. It is claimed that Marine fossils occur in the locality although most examples are hidden underwater.



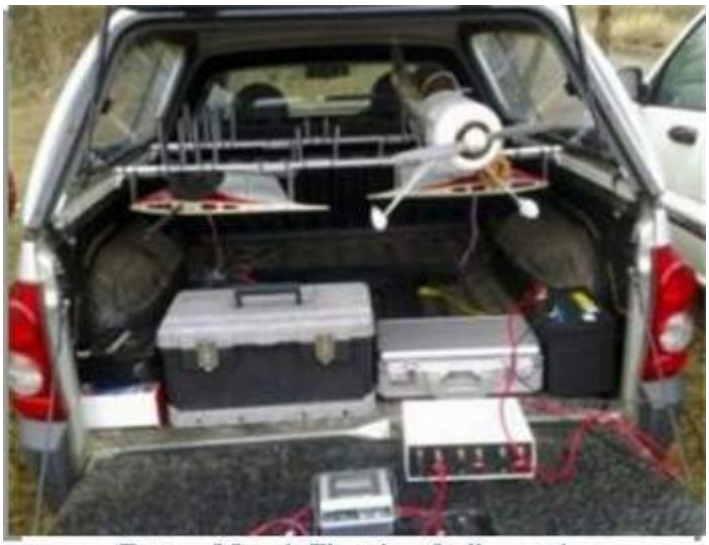
Andre hard at work clearing the reeds at the wall

Something "NEW":-

With the number of Electric planes and Helicopters on the increase at the club, the demand for a good power source has grown.

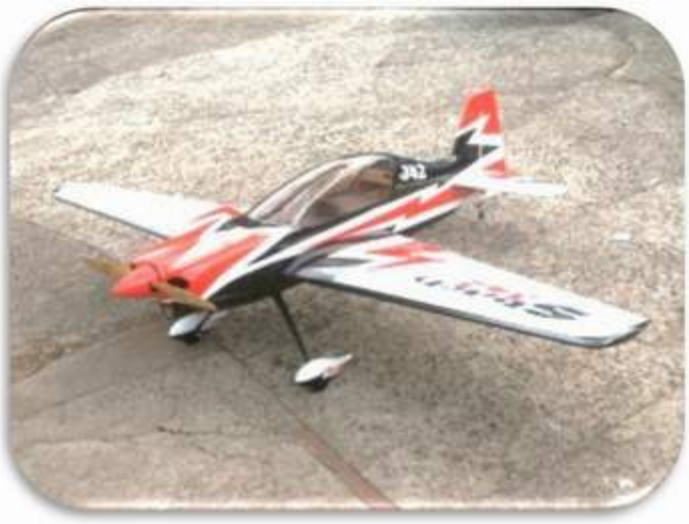
Thanks' to ***"Battery Mann"***, who has kindly purchased a rather large 12 volt Leisure Battery and made up a distribution box, where we can connect 3 chargers at the same time to charge batteries.

Thanks Barry, at least now we don't have to push start the Ooom's Bakkie every time he charges his batteries.



Battery Mann's Electric refueling station

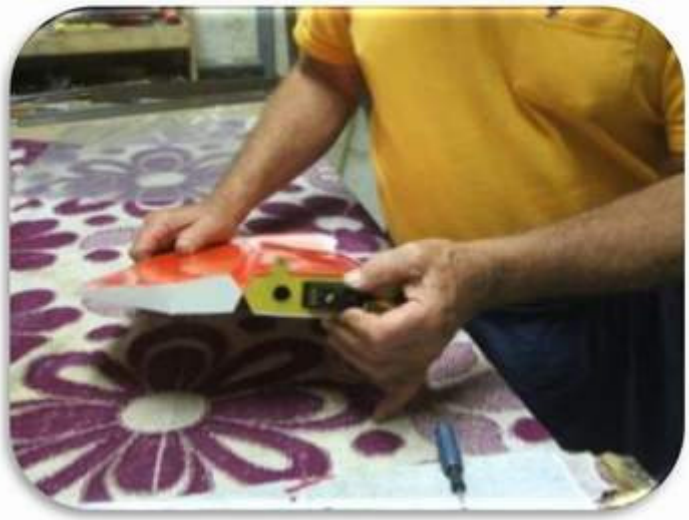
SBACH 342 50cc (Electric Conversion) - **Review** by Tom Everett



After a month or so the above ARF kits arrived and I was requested to assemble one and give a short overview on the assembly. I will not be giving a detailed step by step report but some salient points of how I went about it.
Firstly here is a photo of the additional equipment that will be required.
Starting from the left is the recommended sized electric motor (in this case a Turnigy 8085 170kv motor) a 120amp ESC, a battery of which 3 are required, the 5 servos and then a very useful piece of equipment leaning up against the box, a servo tester with its battery.

My first step was to install all the servos, the wing servos being the easiest and require no further comment.

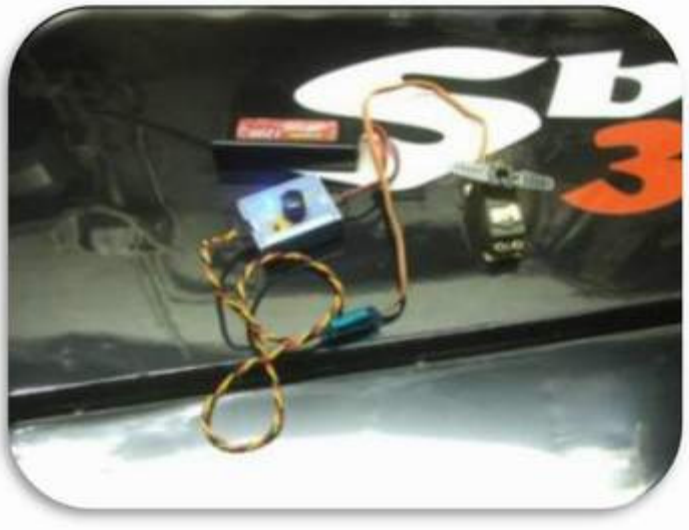
The rudder servo control arm had to be slightly modified to accept the quadrant which operates the rudder through a closed loop system. The top required to be filed flat so that the quadrant could sit firmly on top when bolted in place with the provided nuts and bolts. 4 New holes had to be drilled.
The next fiddly task was to fit the elevator servos, these fit into the tail plane where space is very limited and I had to make a small bradawl to start the holes for the screws and a magnetic screwdriver to hold the screws.



The one thing I've not mentioned in the beginning is that the English/Chinese manual leaves a lot to be desired. It was printed for the first series of aircraft and not updated to this series as will be discovered if one looks to see anything about the new fiber control horns that are provided. These fit into slots that are precut in the ailerons and elevators but difficult to find under the black background covering of the wings. The covering has to be cut away at the slots. As it is necessary to push glue into these slots which can be messy I used masking tape as in the next photo to avoid the glue spreading over the covering.

After the glue had dried the control rods were next to be fitted and here was where the servo tester saved a considerable amount of time. This gadget has 3 settings, i.e. one that allows manual operating of the servo, it automatically centralizes the servo and the third it operates the servo to its full throws continually.

Photo attached with tester being operated. This is a very useful gadget and saves a lot of time setting up the servos etc.



The next item was to mount the tail section onto the fuselage which is not complicated and only requires 2 screws for each side with a carbon rod holding them in place.

The power plant was then installed using 4 6m x 75mm bolts to hold the motor in place as can be seen in the next photo, however 50mm bolts can be used as the mounting cross only requires to be +-40mm from the firewall. The motor is secured with 6mm ny-lock nuts.

The only other salient point to mention is that of the main wheels that are supplied.

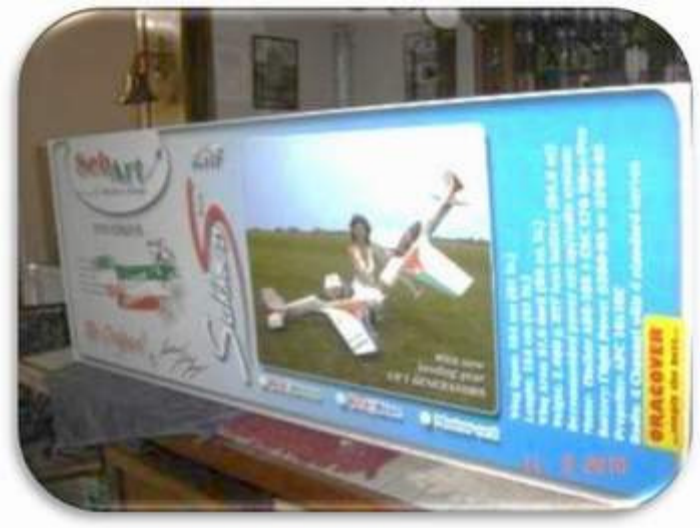
The hubs are made in 2 pieces and on hard landings these parts tend to move apart from each other and if there is only a small amount of play in between the collets that hold the wheels in place the hubs then act as brakes and on the next landing …well problems (ask Leon). To avoid this separating of the hubs glue the two parts together with cyno.

The rest of the assembly went without any problems as this kit is made to a very high standard and was a pleasure to assemble. Do however remember to use thread lock on the small grub screws as they do tend to come loose.

The kit and all the electrics were supplied by FLYBOYZ HOBBIES.

SU29S Electric (E50 Class) – Review by Barry Mann

The Mosquito has been put onto the back burner for a while as I realised the need for something new which I would be able to fly this year.

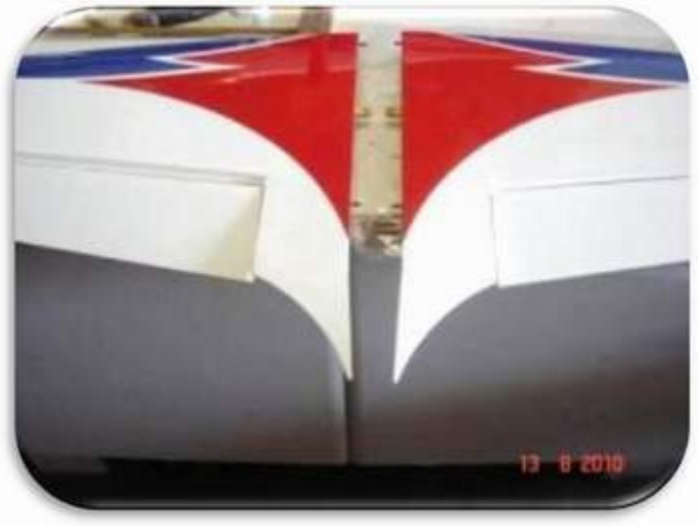


After many weeks of talking to the club members and searching the internet what started off as a possible venture into the petrol 30-50cc range was eventually whittled down to a 50E class, that's about a 1.6m wingspan SU29S electric.

I needed something manageable to replace my beaten up Pulse 40, not a war bird or planes requiring little or no wind to operate, especially since we don't seem get many conditions like that anymore.

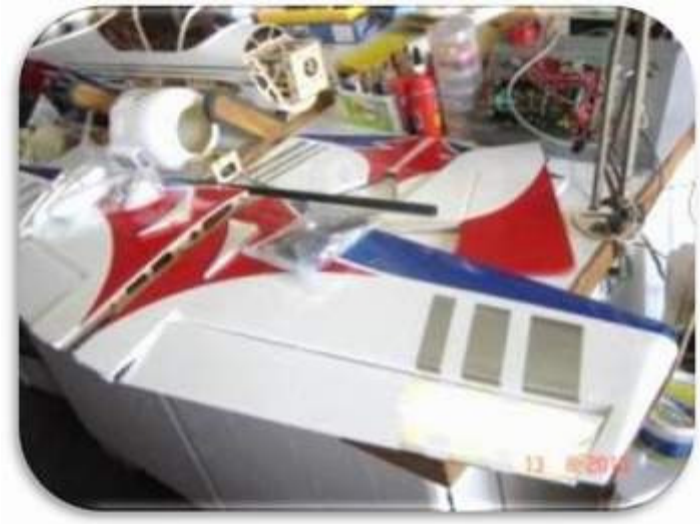
At first I wanted a Sbach but these are non-available in the size I wanted so I settled on the SU29S from SebArt, not too many of those at the club so it should be easy to spot in the air. The models we are interested in are good looking planes on either side of chic.

At the same time I ordered a 17 x 8 wooden prop (this was to make the petrol heads at the club feel better). Why I ordered this prop is now a mystery to me as I cannot find mention of that size in either the instruction manual or the motor specs. Anyone got a need for this prop?
I need a 16 x 10 which seems to be a scarce commodity, anyone know where I can get one or maybe do a swap? (Found a prop at StickTime)

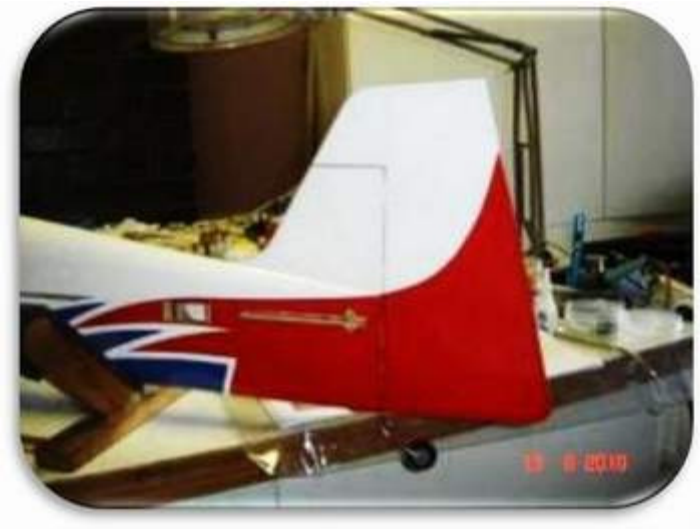


All the bits inside the box were well packed and all present and accounted for, with some not too shabby hardware parts except for a few of those annoying star headed screws which seem to defy the attentions of any screw driver I posses.

The instruction manual tells me that if I put all these pieces into their rightful places I will end up with a SU29.



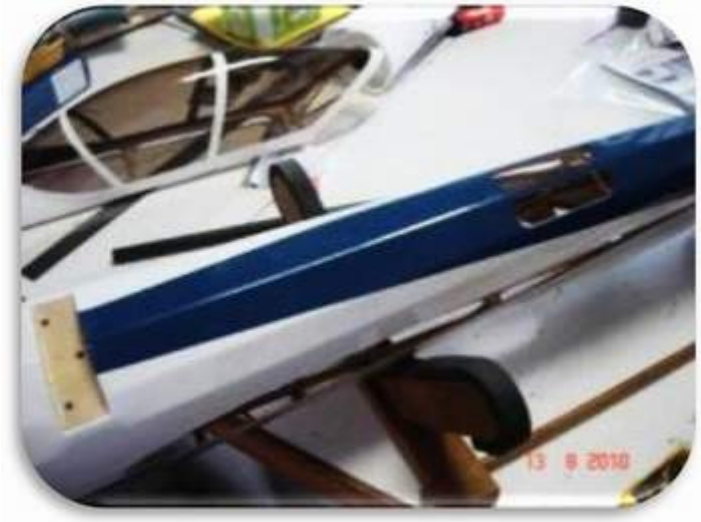
There are a couple of trailing edge wing fillets which need to be glued to the wings, sufficient covering material has been left on the wings to simply tape it back, glue the fillets in place and then iron the covering back over the joint. This was the point where I worked up a bit of a sweat as iron on covering and I don't get along to well together and you only get one chance with an ARF kit, but it turned out o/k.



Whilst I was at it I glued the aileron hinges which were pre-assembled with the kit, just a check to make sure the alignment of the hinges and aileron gaps were o/k.

The vertical fin alignment checked out with no adjusting required and glued into place. The tail wheel assembly was then fitted to the rudder and after checking the hinge alignment the rudder hinges were glued to the fin. Right picture, same with the tail plane and elevator and again no adjustment required.

Towards the end of the assembly instructions it tells me to cut two slots in the covering on the underside of the fuselage. Deliberately cut slots in the fuselage covering??? They must be insane, I can do this on bad landings, but rather than have this task worry me until the end I put a new blade in the hobby knife and set to work. Firstly I ironed the covering around where I had to cut to make sure it was stuck properly and to my disbelief cut out the slots easily.



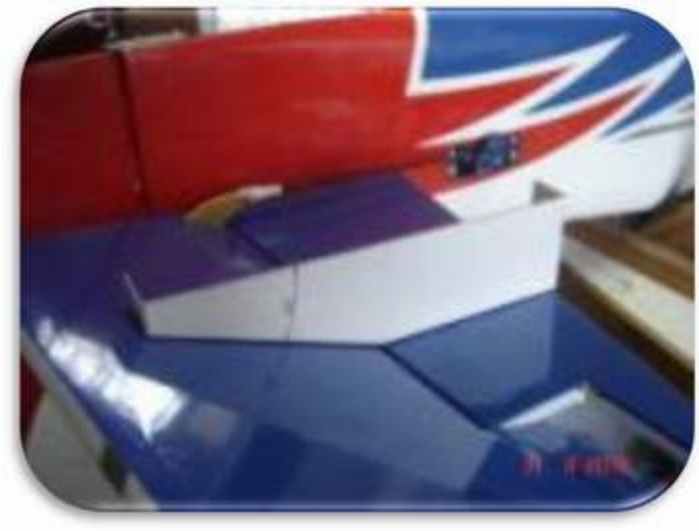
Now I know what the Doc goes through when he has to fix broken bones and things…

The undercarriage, wheels and spats were attached; this is where I used allen key set screws to replace the junk ones supplied with the kit.

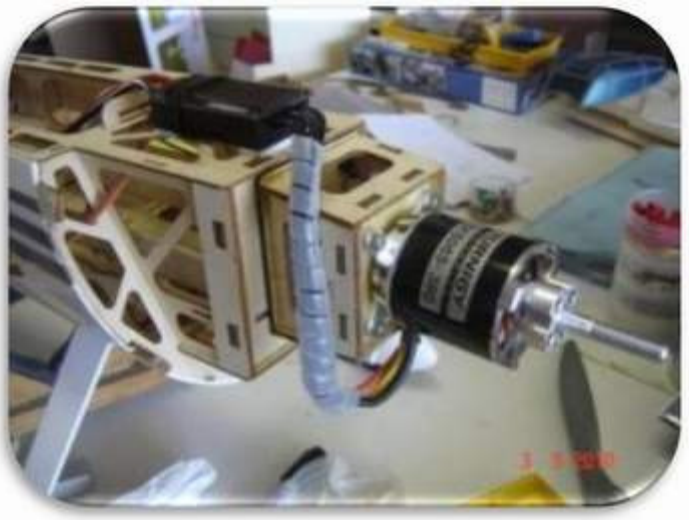
Time to fit the servos; I bought Turnigy 11kg digital servos with metal gears and shaft. Just one small problem, the servo arms are pre drilled but with differing size holes for

some reason and would you know it the one I wanted to use on the rudder was too large. I filled it in with epoxy then re drilled it to the correct size.

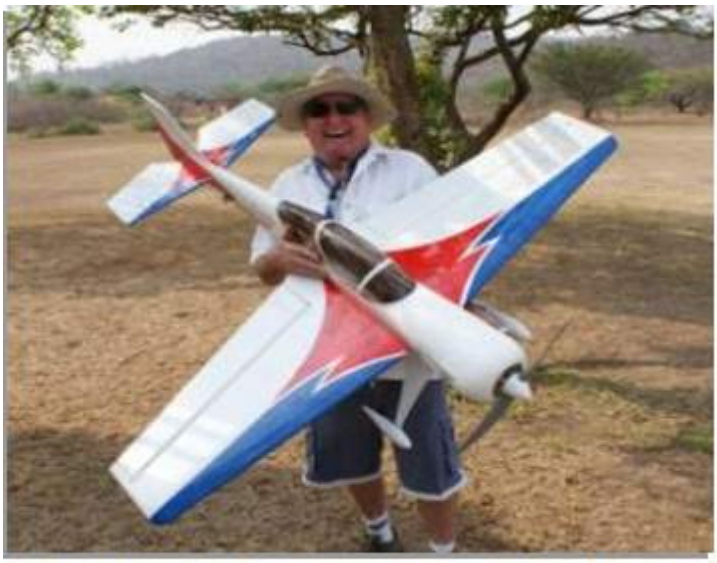
The next couple of pictures show the elevator in the neutral position and then the recommended travel of 20 degrees for normal flight, same for the ailerons and 30 degrees for the rudder. These movements seemed a bit hectic and the guys at the field recommended reducing them somewhat.



After making adjustments I added exponential to all three control axis which now seem a lot more manageable, I can always increase them later if required. I chickened out of setting any dual rate actions just yet as I've seen the results of accidentally throwing a switch and again I can add these later when required.



This picture shows the business end of the SU29, a Turnigy SK 380kv 1820w motor (91 glow size) with a Turnigy 85A ESC, driven by a 6 cell Lipo 5000ma battery.
The last couple of steps were to fix the engine cowl, nothing tricky here, and then assemble the plane and position the battery to obtain the correct CG balance point.



WHAT A SMILE – Barry with his new SU 29 S

The maiden flight was on Sunday 5th September 2010 with the Ooooooom at the controls, a little bit of up elevator and right aileron and she flew straight and level. I had 5 flights after that taking off straight down the runway with no rudder input required; flight was smooth and responsive with easy approach and landing.

Wing Span - 1540 mm, Length - 1540 mm, Weight - 2,400g without battery, Motor - Turnigy SK 380kv, ESC - Turnigy 85A, Battery.Turnigy 6 cell Lipo, Prop…16 X 10 APC

BREAKING NEWS !!!!

The Oooooooom's dramatic discovery regarding heavy duty soldering of the really BIG 3,5mm and 4mm Bullet Connectors.

Ever since I got involved in the unfamiliar world of electric model flight, my biggest problem was with the soldering of the big connectors. Many of you might solder these connectors with ease, but can you do it within a few seconds?

My dear friend and fellow modeler, Barry Mann was kind enough to help me with my first few batteries, but I wanted to do the soldering myself. So I got my Master Solderers degree at the "School of Mann". Since then I have managed to solder my own connections successfully, yet with great difficulty.

I purchased a bigger 100 Watt soldering iron, but that did not improve my soldering very much. I read up on the internet that you need at least a 300 Watt "Manly Man Size" iron to be able to heat the solder quickly. I watched my instructor Barry doing it with a really BIG iron of I don't know how many Mega Watts, but even he was struggling a bit to get the solder to heat up quickly.

So one night, after blowing up yet another speed controller from all the extreme 3D flying (I wish) I was struggling in my garage to solder these cursed connectors. My other friend and fellow modeler, Jonathan Heath come over and saw me suffering away. He decided to call in reinforcements and went home to get his trusty 40 Watt soldering iron. This iron was so tiny, I just kept quiet and chuckled in my sleeve, thinking "Good Luck with that mini iron – it's so small you can't even burn yourself with it".

After struggling for about half an hour just to solder 3 motor connectors and 2 battery connectors to the speed controller, a slightly frustrated Jonathan noticed that the tip of his small iron could actually fit right into the hole on the side of the connector. When we tried that, the solder melted instantly and we were in business!

So the next day I took my electric rotating device for a test flight, eagerly testing my newly fitted speed controller. This new controller lasted for about 45 seconds before it also went up in smoke. Curse those Chinese and their low quality stuff, but also bless them for their cheap devices! Don't be surprised if that whole Chinese continent falls apart by its seams one of these good days, because everything over there must be running on cheap and nasty devices. Then we will have to buy the expensive, good quality stuff. Anyway, I'm getting off the subject now - I never even had the chance to flip the little 3D Kamakazi flight "idle up" switch yet.

This is the time when I start to wonder why I ever decided to get into the amazing world of electric flying devices. After all, I was only hovering peacefully at low engine revs and not flying "like it was stolen" - as my dear friend and fellow modeler Ian Gordge would. You know, if he saw smoke, he would simply increase to maximum throttle hoping to fly the problem away at higher rev's and speed. When he flies a rotating device the thing performs at its highest revolutions possible, almost like when you hold a fly by one of its wings and it is trying to escape. So anyway (I'm getting off the subject again) - off I went to get another cursed cheap Chinese speed controller, already thinking about yet another soldering nightmare ahead of me.

Back at home I looked at my soldering iron, and saw that the tip was too big to fit into the connector's hole. So I filed the tip of the iron until it could fit into the hole. I then removed 5 connectors from the busted speed controller, and soldered them back onto the new controller in something less than 5 minutes! Before, this operation would take me between 2 – 3 hours (counting all the cursing, emergency small burn treatments and coffee breaks in between).

So for those who do not know, here are the golden steps:

1. Get a really cheap and nasty (may I suggest Chinese ?), small soldering iron with a sharp tip, small enough to fit into the connector's side hole, or just file you existing iron down to size. (Don't even worry about the Watts – any Watt will do)
2. Clamp the connector down in a vice grip or something similar – connector hole facing up.
3. Melt some solder into the hole of the connector.
4. Place the wire into the connector's hole and stick the tip of your really small insignificant iron into the side hole of the connector.
5. Experience the magic as the solder melts instantly – Yes you can let go of the wire now, it is firmly seated!

Contact the Oooom for all your soldering requirements and training. *MASTERS DEGREE IN SOLDERING TEGNOLOGY*
(Graduate of the highly respected and Internationally acclaimed & recognized Advanced Soldering Technologies School of Mann, Amanzimtoti, KZN, South Africa.)
And thanks to my friend Jonathan for discovering this revolutionary breakthrough in soldering techniques.
(or maybe not… maybe some other intelligent modeler already discovered this technique and is just not telling).

Interesting Article:-

SAMAA BLOG Web Log for the SAMAA web page Tuesday, September 14, 2010
Flying 2.4GHz Radio Control Systems: Latest Report -- Allen Fraser

In the July- August 2010 SAMAA Newsletter we informed SAMAA members that all 2.4 GHz radio control equipment operating in South Africa must comply with technical specifications determined by the Independent Communications Authority of South Africa's (ICASA) and that type approval was necessary for all 2.4GHz radio control systems imported into the country.

After more discussion with ICASA we are pleased to confirm that all 2.4GHz radio control equipment with a maximum output of 100 mill watt and 20-dBm gain (radiated power), is legal to fly in South Africa. The SAMAA insurance claims will therefore be valid on all sets conforming to the 100 mill watt specification.

Equipment exceeding the ICASA specification, like some imports from America with an output of 200 mill watt, does not comply with specification and are considered to be illegal by ICASA, and as such can be confiscated by ICASA and the user prosecuted. It may also impact on the SAMAA insurance in case of an accident claim.

Please note, this is an ICASA ruling and we respectfully request all SAMAA members to adhere to this ruling. The United States of America is the only country that we are aware of that have adopted the 200 mill watt limit and not all their equipment is at 200 mill watt that is why we stress some imports.

Of importance to our members, is that during a recent meeting between ICASA and the South African Revenue Services it was decided that, individuals may import five of an item at one time or one of an item five times per year without needing to obtain or produce type approval for 2.4 GHz radio control equipment used exclusively for models provided they conform with ICASA's 100 mill watt and 20-dBm gain specification.

Anyone importing more than five of an item at one time or during the year must apply for type approval at a cost of R4000 per set. Type approval stickers are available from ICASA to distributors who have type approval certificates. Note, that ICASA issues over a thousand type approvals per month for an assortment of electronic communication appliances and they have informed SAMAA that it is impossible for ICASA to inform the SAMAA which importer were granted type approval for 2.4GHz radio control equipment used exclusively for models. Dealers and importers will therefore, in future have to inform SAMAA of their type approval for publication in the newsletter & to enable advertising of type approved radio sets.

Whilst not conclusive, independent tests conducted have shown that equipment with dissimilar outputs of 10 to 200 mill watt, operate harmoniously together. The set with the lower output will not experience interference, but will have a reduced range in comparison to the greater powered sets.

To ensure compliance with ICASA's specifications, SAMAA recommends that members obtain 2.4 GHz radio control equipment from recognized dealers in South Africa, that stock ICASA approved sets with type approval stickers attached to them. This will be a 100% guarantee that the equipment conforms to ICASA specifications and is legal. Members that have purchased sets from registered dealers without type approval stickers need to apply for their ICASA stickers from the original dealer. Please note that members purchasing sets without ICASA type approval assume responsibility for ensuring that their equipment conforms to the required ICASA specifications.

Also note that the SAMAA recommendation of a maximum of six aircraft flown in circuit simultaneously is not for technical reasons; it is simply a safety recommendation for Clubs and is equally applicable to any other approved radio frequency.

Please don't hesitate to send me an email at fraserrc@global.co.za should you need more information. Allen Fraser

Gauteng Aerobatics Championship 2010 - A Personal Experience By Arthur Eggar

This year the Gauteng Aerobatics Championship was hosted by the Barnstormers Club in Kempton Park. A very large club in terms of member numbers, 250 I was told.
To most active Pattern pilots, the Gauteng Champs was the last event left for those who had not yet qualified for the Masters and were in contention.

Friday 17 September: An early start on a cold and wet Friday to travel the 600 odd kilometres to Johannesburg. The weather forecast indicated clear skies for the weekend, so it was with reasonable confidence I set off to challenge the Country's best pattern competitors in the Sportsman class. Entries weren't as big as the KZN event:

6 Sportsman
3 Advanced
5 Masters
8 F3a

After a journey of about 6 hours and thank goodness for the aid of a GPS, I arrived at the field, to be greeted by a howling gale and dead man's door. There wasn't a soul around, for obvious reasons, and I was left to ponder what I should do for the rest of the afternoon. I didn't have too long to wait before people arrived to assess the conditions and to do their final preparations for the weekend.
At about 5 o'clock the wind died down a bit to allow a few of us to put in some practice, however it soon became evident that the wind had only died down at ground level as in the air it was still pumping. Anyway the club boasts three tar runways in all directions so landing wasn't a problem, but once back on the ground it made sense to stay there, so I stripped my plane and made ready to meet my hosts for the weekend. Danie Potgieter Jnr, was kind enough to accommodate me, a drive of about 10 kms from the field.

Saturday 18 September: An early 7 o' clock start at the field meant an early wake up call that morning. Registration, Pilots' briefing, Judges discussion, Training flight and Practice flights took us through to a 9 o'clock start. A quick walk around to look at all the planes at the competition, revealed that mine was the only non electric powered one. In the mean time the wind was getting ever stronger and by the time the competition started the windsock looked as if it was a solid tapered cylinder. To add insult to challenge we had to fly the North line which had the wind blowing in towards us. No manometer, but from local general opinion, the wind was blowing at between 15 and 20 km/h.
My first flight was OK, given the conditions and I achieved a 61 % which when normalised gave me 1000 and the lead.
No time to watch the hot shots because of the small field and aborted flights, so it was into round two.
My second flight was better and I achieved a 64 % and again the 1000 to retain the lead at the end of day one and time to watch the best.
Home field, rapid adjustment to the conditions, it is an absolute pleasure to watch the Country's best performing. It was like poetry in motion. The Masters and F3A pilots flew the South line which had the wind blowing them out, which is better than what we had.
Come the end of the day, we all set off to where I stayed to have a great Saturday evening function. The Potgieters' (Father and Son) have a huge and combined family property with separate dwellings, which also, amongst all else, has a tar runway, which Danie Jnr uses for practice. It is about 50 metres from his work room, how's that for convenience.
The function was great, enjoyed by all and come the end of the do, some had over indulged, which made the Sunday morning a trying time for them.

Sunday 19 September: Not an early start, but with the wind already up, I decided to go at about 6.30 to get a practice flight in on the south line. All went well until I got into the air and then my world crashed before my eyes. I don't know what went wrong, as I had checked everything possible on the Saturday evening before the function started, but the OTOP went into a suicide mode and after trying to get it back onto the runway it crashed not 50 metres from safety. Totalled or binned may be appropriate as most of

the servos and the receiver are destroyed such that I can't plug anything in to determine the possible cause. Imagine how I felt at that time. Contemplated an early departure.

Whilst being assisted in taking the wreck back to the pits, Iain Pepper (a fellow competitor in Sportsman) offered me a plane to fly the remaining two rounds, and putting it into his words the offer was made because and I quote "Arthur I can't beat you like this, it has to be fair and square" unquote. How was that for a sporting gesture?
Iain's Dad brought me his pattern plane from the other side of Jo'burg and by the time it was assembled and on the flight line it was time to compete. A two minute trim flight was permitted and I was then back into the competition. Very intimidating, new plane, completely different feel, set up and electric power, which, to those who have made the transition, will know what I mean.

My third flight was better than I dreamt it would ever be and I achieved a 64 %, giving me second highest score and retaining the lead. Iain put in a blinder with a 71 %, all of this in the windy conditions, albeit blowing us out.

So it was into the fourth and last flight, but I was pretty confident that I had done enough on the Saturday to emerge the winner. The results for the last round were not revealed and we all had to wait for the prize giving to find out who had won.
To my absolute delight, I took the honours in the Sportsman class, to make it two Provincials on the trott.

So it was trophy in hand and broken plane, I bid everyone farewell and headed off back home. A bitter sweet victory, but as they say in the classics" a win is a win" as long as it was fair.

In conclusion, I would like to give insight into the competition as it is done in another Province.

Facilities: Everything that an organiser would dream to have, as nothing other than the food Caterer had to be brought onto site. Double storey clubhouse. Totally covered area to house all the planes and walled on three sides leaving only the front open. Three tar runways, the longest being over 100 metres and about 6 metres wide. Open stands for spectators. Limitless and unobstructed approaches to all runways.

Organisation: All activities were slick, with no fuss or panic and remained on time.
Contest Director was Danie Potgieter Snr and he executed his task with polite precision, as he did in KZN at our Championship.

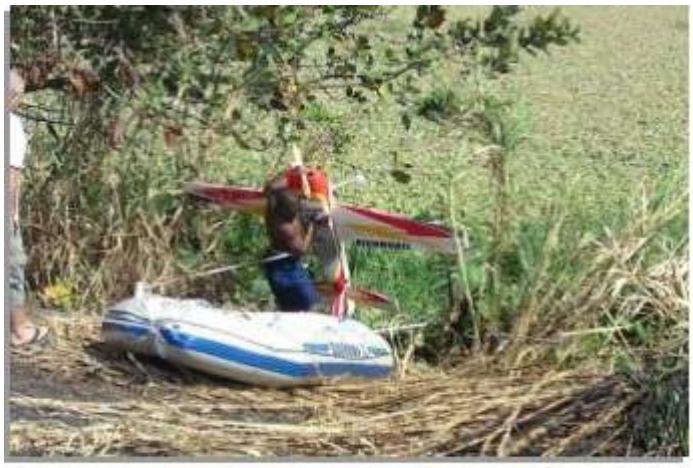
Competitors' Equipment: It is patently obvious that the guys in Gauteng are very serious about Aerobatics and it is so visible that large sums of money are spent on the sport with none being spared. There is a polite air of fierce competitiveness within the top ranks and a huge amount of sharing of information, which can only raise the bar and keep it at the highest level possible.

I close off with the following: I would love to fly in that company every weekend, but could never live up there. Arthur Eggar.

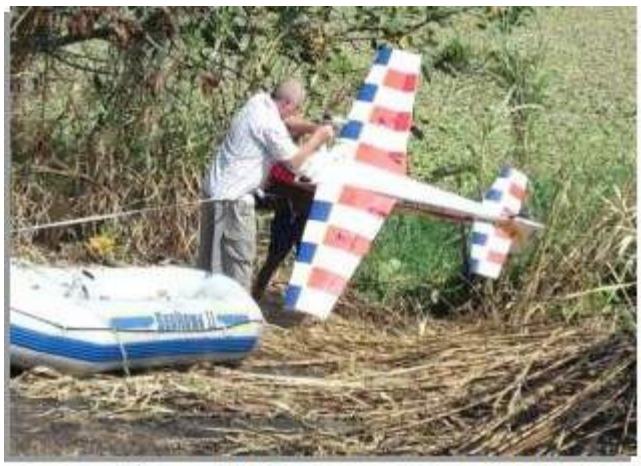
OOooops :-

An Extra Recovery takes lots of team work

Ishh – Thanks Prince



Prince doing an amazing job



Besides a bit of Water Lettuce in the cowl everything else was fine

CLUB MATTERS

- In terms of our constitution Article 6.2 & Article 6.3 Nominations and Elections, Nomination for the January / December 2011 committee need to be made during October and submitted before the end of October. Should you wish to nominate a member, kindly do so by either posting our nomination form to the clubs postal address or you can email webmaster@vrcmc.co.za.

- After a lengthy debate at the September 2010 Committee meeting it has been decided to keep the Club fees the same, without an inflationary increase. However a join fee for new members will be R 300.00.

- Due to the poor service and exorbitant banking fees the Committee has decided to move the Clubs Account to another bank. If anyone has any objections, please email your objection to webmaster@vrcmc.co.za before the end of October 2010.

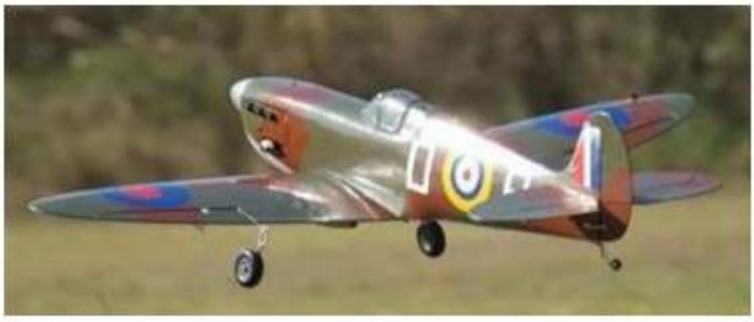
- Xmas / Year end function will be held on Saturday 28th November 2010. Please dairies this date. Further details regarding the venue etc will be published at a later date.

Advertise in our month Newsletter:

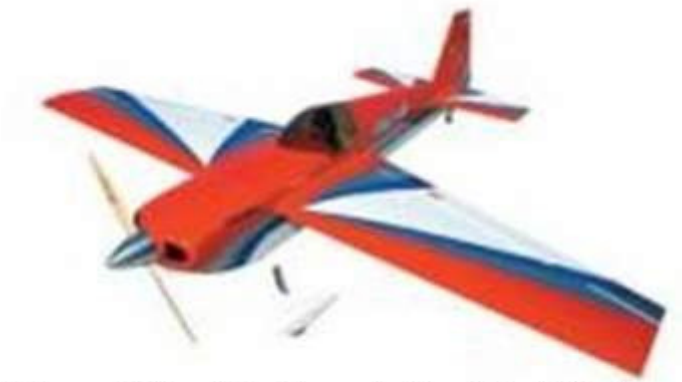
All you need to do is supply us with your finished artwork in digital format, to at least 300dpi at the full size. Rates: - Quarter page R 125.00, Small's R 50.00

Please ensure that all graphic's, pictures and captions are correct before they are emailed to webmaster as we cannot accept any liability for incorrect adverts??

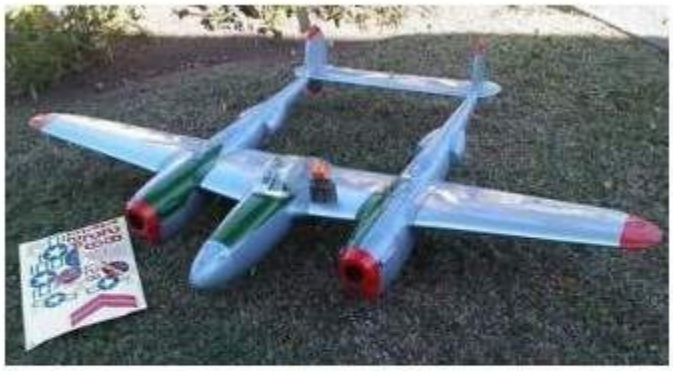
All funds **MUST** be paid directly into the clubs banking account.



Hangar 9 Spitfire, OS 90 4-stroke, 6 Servos + 1 Retract servo, Switch, Battery and 35mhz receiver, Alu Spinner. Stephen - 082 449 7733, R 2800.00



Hangar 9 Edge 540 – Zennoah 80cc Twin Cylinder with servo's just add your own reciever and battery pack R 6 000.00 , David – 082 822 9707



KMP P38 Lightning Twin, 2.2m wingspan with pneumatic retracts, Airframe only - R 2700, Airframe with 9 servos - R 3700, Airframe, 9 servos, 2x brushless motors & 2x ESC - R 5200.00, Les - 083 775 0560
haqraw@mweb.co.za

Thanks for reading!

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