



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – June, 2005

Committee 2004/2005

<i>President</i>	Glenn White	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Nick Katsikaros	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Peter Evans, Wayne Goodwin
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Peter Barnett

The next meeting of BRMFC is to be held **out at the flying field** on **Saturday June 25th 2005** commencing at **2:30PM**. This is something we are trying out to see if it is successful, whilst waiting to get back to the Table Tennis Centre. Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for afternoon tea.

Agenda Items for the next meeting

1. Try Fly and Park Flyers
2. Field Maintenance
3. Annual Membership Renewal
4. Constitution Amendments
5. Gate Keys – Further Quotes and decision
6. Strategic Plan – Club Field Ownership
7. Investment Account
8. Meeting Venue
9. Roy Gladman Round 2
10. Sausage Sizzle

Points of interest from the last meeting

1. Field Maintenance

- a) Due to absence of Peter Barnett (field maintenance officer) there was no formal report.
- b) The President reminded the meeting that it is still planned to create a BBQ area between the kitchen and shed.
- c) Firewood is needed for the pot belly stove. *Max Rowan got out to the field well before the meeting and collected a trailer load of firewood. Members assisted Max to cut up the wood and stack in the shed. This should keep us warm for a while (Thank you Max).*
- d) Condition of the Pot Belly stove – It has been recognized for some time now that we need to replace the pot belly stove. The top and flue along with grate in bottom have all but disintegrated and need urgent attention. It was agreed that we should look at replacing the existing unit with a second hand free standing “Coonara” style heater. Max has offered to investigate while doing the rounds of his courier business. Meeting suggested a budget of \$250 for a 2nd hand unit.

Action: Max Rowan to source 2nd hand wood heater.

2. Annual Membership Fees

Rick Pimblott (Treasurer) moved a motion to increase the club component of annual fees by 2.4% (CPI). This was seconded by Peter Taylor.

Glenn White moved a counter motion that we increase fees by a flat \$5.

Graham Waterhouse argued against Glenn's motion on the grounds that excessive increases will price us “out of the market”.

Rick rescinded his earlier motion and moved that we increase fees by the CPI (2.4%) rounded up to the nearest dollar. 2.4% of \$70 = \$1.68 (\$2). The motion was seconded by Hugh McCormick and carried by a vote.

Annual senior fee will be \$72 for **2005/6** with proportional adjustment to other member types.

Information that has come to hand since the meeting: (Rec'd 31st May 2005)

Some good news – the VMAA/MAAA fees for **2005/6** have come down slightly.

	MAAA	VMAA	Total (2004/5)	Change
Seniors	\$100	\$32	\$132 (\$140)	-\$8
Pensioners	\$100	\$25	\$125 (\$133)	-\$8
Juniors	\$80	\$20	\$100 (\$113)	-\$13

Club fees for **2005/6** will be

	MAAA/ VMAA	Club	Total (2004/5)	Change
Seniors	\$132	\$72	\$204 (\$210)	-\$6
Pensioners	\$125	\$65	\$190 (\$196)	-\$6
Juniors	\$100	\$36	\$136 (\$148)	-\$12

3. Constitution Amendments

Carried over until the next meeting.

4. Gate Keys – Quote

Pam Pimblott presented to the meeting, quotes to replace gate keys and 2 locks.

The cheapest quote was from R.F. Scott.

2 x Locks @ \$15 = \$30

50 x keys @ \$3.50 = \$175 (other quotes were around \$4.50 per key)

Total = \$205

Peter Taylor offered to get a quote from Masterfoods key/lock supplier and present to next meeting.

A decision is to be made at the next meeting which will be timely as 2005/6 fees will then be due.

Action: Peter Taylor to get a quote for keys/locks and report to next meeting.

5. Strategic Plan – Club Field Ownership

The Treasurer wishes to set up an investment account that is targeted towards field purchase. Rick proposed that we move \$5000 from the club's general account into this new account where we should be able to get in excess of 5% interest and then allocate 10% of annual subs to this account.

Nick katsikaros offered to chase up the best interest rate which will probably be for a 12 month period.

Max Rowan raised the question of MAAA funding support to purchase flying fields. Secretary is to find out what the current situation is regarding MAAA funding.

Action: Nick katsikaros to chase up the best interest rate and report to next meeting.

Action: Secretary to find out what the situation is regarding MAAA funding support for flying fields.

6. Meeting Venue

The Table Tennis Centre is still having problems with building permits. The President asked the meeting if they are happy with continuing on holding meetings at the field in the interim. Peter Taylor then offered his place. The general consensus was that members are quite content with meetings at the field where they can also have a fly. The President thanked Peter for his kind offer.

7. Roy Gladman Round 2

Roger and Glenn put forward two dates for the Roy Gladman aerobatic comp. 26th June and 24th July.

Rick, who won round 1 said that they will be away on holidays then. Seeing as we wish to get as many entries as possible it was decided to drop the 26th June and schedule round 2 for 24th July.

8. Sausage Sizzles

The Secretary suggested that we book our annual sausage sizzle fund raisers. The club makes around \$400 each year from the two sausage sizzles that we run. It was recognized that one of the best days we had was on a Grand Final day. Grand Final day this year is Saturday 24th September. The meeting agreed that we should run two sausage sizzles and try and get 24th September as one of the dates.

Action: Secretary to book two dates at Safeway Sebastopol with 24th September as one date.

9. Try Fly

As a way of promoting the club and sport/hobby the prospect of holding "Try Fly" days was discussed. A "Try Fly" is where the public is formally invited to come out to the field and have a go at the controls of a trainer in the hope that they may get the bug.

It was thought that we need an introductory 'flyer' to hand out to shops that sell Park Flyers. The shop owner could hand out to customers to let them know that we exist and that there is a natural progression beyond Park Flyers.

Graham Waterhouse suggested that we should look at adopting a charity. We could run fund raising events for the charity –helps to promote our image so both sides benefit.

Action: Roger and Glenn to draft a 'flyer' while working on the next newsletter.

10. Community Grants

The Secretary advised the meeting that he has asked Nick Katsikaros to investigate Community Grants from the City of Ballarat. The Council allocates around \$100,000 annually for this purpose and distributes it to local recreation groups based on specific guidelines. Nick has accepted the task and will prepare a submission for 2006/7 financial year. Submissions will probably be required by mid May 2006.

11. New Members

The President informed the meeting that we have two new members (for the 2005/6 year). Bill Ninness joined on 15th May while Terry Curry joined on 22nd May. The club wishes both every success in their aero-modeling endeavors.



President's Report.

Well it's that time of year again where we have to delve into our wallets (handbags in some cases) to find our club fees for the coming year. We have managed to keep them to a reasonable amount even though we had a poor open day due to the weather. We will have to put in a good fund raising effort this year if we want to achieve all our goals.

We need to do all we can to increase our membership numbers. It has been nice to see such a large number of pilots and visitors over the last couple of weekends. Also it was good to see more learners. Congratulations to Peter Taylor for achieving his first solo flight and also to Gordon Hicks on achieving his Bronze Wings. Gordon will be presented with his wings at the next meeting.

New Members

I'd like to take this opportunity to welcome two new members, Bill Ninness and Terry Curry. I'm sure you will all make them feel welcome. Terry from Dereel is an accomplished flyer and is currently a member of the Melton club where his son is also a member. Bill lives at Buninyong and is new to the hobby and is currently learning to fly. On behalf of the members of BRMFC I'd like to wish them every success in aeromodelling.



Field Maintenance

Trailer load of wood – Max and Glenn took a trailer load of wood from Glenn's place on the day of the last meeting. We all enjoy the heater on a cold day, so three cheers for Max and Glenn.

New potbelly – Max has done an excellent job constructing the new pot belly stove and has saved the club a heap of money. Max said he looked around for a heater but it soon became apparent that it would be hard to

find a 2nd hand unit at a reasonable price so he decided to build the new unit. However we will continue the hunt for a 'coonara' style heater. Max has also picked up a new 'Chinamans Hat' for the flue. Roger did an excellent job supervising the installation!!! There were a few anxious moments when Max was up on the roof working on the flue. The roof is not particularly strong and the sheeting was groaning a bit.

Graham Waterhouse brought out several packets of paper towels refills for the dispensers in the kitchen and toilet.

As you will notice the chain on the gate has been lengthened to enable easier locking – again thanks to Max. Max is certainly the one that gets things done out at the field.



Secretary's Corner

Just a quick reminder, that club fees will be due on the 1st July for the 2005/6 year financial year. See the payment form attached to the end of the newsletter. (If you have already paid please disregard this notice.) It's nice to report that there's a net reduction in fees this year albeit only \$6, but it's better than an increase. This has come about by a reduction in the MAAA fees which I assume is attributable to lower public liability insurance premium.

Also attached to the newsletter is the election nomination form for the committee positions up for re-election for the 2005/6 year. Please fill in as instructed and submit to Rick Pimblott (Returning Officer).



New Models seen at field

Not just a new model but a new member. On the 22nd May Terry Curry had his large Extra, powered by a DA50 petrol engine, out to be certified. He had arranged with Murri to do the certification. Terry was all smiles so we assume the Extra flew as expected.



Terry standing alongside the Extra shortly after the certification flight.

Murri seems to arrive at the field every Sunday with something new (someone will have to keep him off e-bay!)

He just can't help himself. Anything odd and he's got to have it. The latest is an ornithopter (to you's uneducated it means it flaps its wings). The first time Murri had it out radio range was limited to about 4m so to keep control he had to run after it. One way of getting exercise in our hobby!



Murri's latest attempt at aviation via eBay.

Talk about one extreme to the other. Rick and Pam arrived at the field with a little ARF electric powered Cessna that fits under the wing of the Beaver. See photo below. Up until now Rick hasn't been able to get it up. Battery problems we believe. Expect we'll see it in the air soon.



Rick has a small one (as seen in photo) he was having trouble getting it started, must be the cold weather!



Another nice shot of Terry's Extra – You can just see Mt Buninyong in the background on the left.



We had visitors from the Haddon club enjoying some electric flight. The little Spitfire is a real performer.

The saga of Glenn's Ju52 ... (as told by Glenn)

The big day finally arrived for my Ju 52. I have test flown more models than I can remember but this one I wasn't looking forward to, too many unknowns.

Everything was double-checked. During the last week I added a couple more mixes to the radio setup to enable me to adjust each engine separately. This made for easier starting and better idles.

I treated myself to a new radio, I have always had a Futaba as I find them easier to program. The new one is a Futaba 9 CAP. Having 9 channels and 7 free mixes it is more than capable of controlling a three engined model.



Taxi trials the week before first flight.

I have enough trouble with one engine never mind three. The radio is set up allowing separate control to each motor. For safety I find that it is better to start the port engine first followed by the center engine and finally the starboard. I must say three four strokes make a nice sound. The Ju 52 has two Magnum 30's and a Magnum 60 for power.

Round 1. (May 29th)

All engines running, model was taxied out to the runway. We went a good way down the runway because you know what they say, the runway behind you isn't of much use. The weather was perfect just a slight breeze at a slight angle to runway. Throttle was pushed forward and away

she went. The first thing that caught me by surprise was the amount of torque that three motors produce. The model veered to left, right rudder went in to correct but by this time the tail was up and she was trying to fly way too soon. Power was taken off and it settled down but not before catching a wingtip (aileron) on the ground. Minor damage was done to the end aileron hinge. (On the Ju52 the ailerons are hinged well below the wing chord centre line making them vulnerable if a wing tip scrapes the ground.)

Round 2.

After minor repairs were carried out motors were restarted and the Ju was carried out again and pointed into wind. This time she tracked straight but didn't pick up speed it then dawned on me that I had forgotten to link the two outer motors with the throttle by Tx mixing switch. (Too many #\$\$\$ switches!) The outer motors were still on idle and did not throttle up with the centre motor. (dumb)

Round 3.

The model was retrieved and pointed into wind again. This time motors were run up and all systems were go. Plenty of speed this time so I eased back on the elevator, that's when the fun (nightmare) started. Immediately the model rotated I had problems keeping the nose down. Roger was asked to put some down trim in, (well the request was a bit more dramatic than that – Roger) then more and more until there was none left. By this time a safe height was achieved and I had calmed down a little. After a couple of erratic circuits I knew it was very tail heavy and virtually unflyable. The amazing thing was how stable she was when the power was off with nearly no forward speed, you would expect a model of that weight to drop a wing.

The first attempt at a landing was way too high and a go around was called for. Half way round the front motor quit (was out of fuel as we later found out) not knowing how she would handle with two motors I didn't take the chance. I was in a good position so I throttled both motors down and set up for a landing. With no power on she sinks like a brick and there is very little control, I think I had more good luck than judgment but somehow I managed to flair just at the right time to make a soft landing.



Lucky still to be in one piece after a hair raising maiden flight.

Hugh was good enough to lend me his CofG measuring jig to enable rechecking of the CofG more accurately. I was amazed to find that I was out by 18oz. No wonder it wouldn't fly very well. Engine was removed and front compartment packed to capacity with extra lead to make it balance correctly.

Round 4. (June 12th)

Already for another attempt model was taken out to the field last Sunday engines were started and tuned with all systems go. Problem, immediately any throttle was applied the Ju wanted to nose over. After some head scratching it was recognized that the undercarriage would have to be moved forward to make it manageable on the ground. Model was taken to Max's shed on Sunday afternoon and two hours later we had the wheels moved forward a good 25mm ready for another attempt on Monday of the long weekend. But unfortunately the weather was against us.

Stay tuned for round 5!



Crash Report

I am sorry to report that Peter Taylor has made the crash report for the first time. Sunday 12th June was not a good day to be flying, as there was a strong north wind. We are lured into a false sense of security being situated where we are to the leeward side of the tree plantation. Next time you are out at the field and there is a north wind blowing, have a look at the wind sock, not just a glance a good long look. Within a couple of minutes it swings in all directions including up and down! Now have a think about what effect that will have on a slow light model. Peter found himself in trouble as he attempted to lift off, not compensating for the cross wind his model was literally "gone with the wind". Having not lifted too far off the ground very little damage was done to the model and it will soon be repaired.

I'm sure Peter isn't too disheartened. If he is like the rest of us, this isn't the only crash he is going to have. As long as we learn from our mistakes the crashes become fewer and farther between.

On the same day Max made the column again with his hand launched fun fly machine. In the windy conditions the last thing you need is for an engine out. Max usually handles dead stick landings without any drama as he gets a lot of practice at them (sorry Max) but this time the model just fell out of the sky, gravity sucks!

What? No Lawrence this month!!! Lawrence where are you.



Tips & Tricks

This article was taken from Radio Modeller Volume 32 Issue 12 November 1997, which was based on an article by Jim Sandquist, published in Scale R/C Modeller; Challenge Publications Inc. USA.

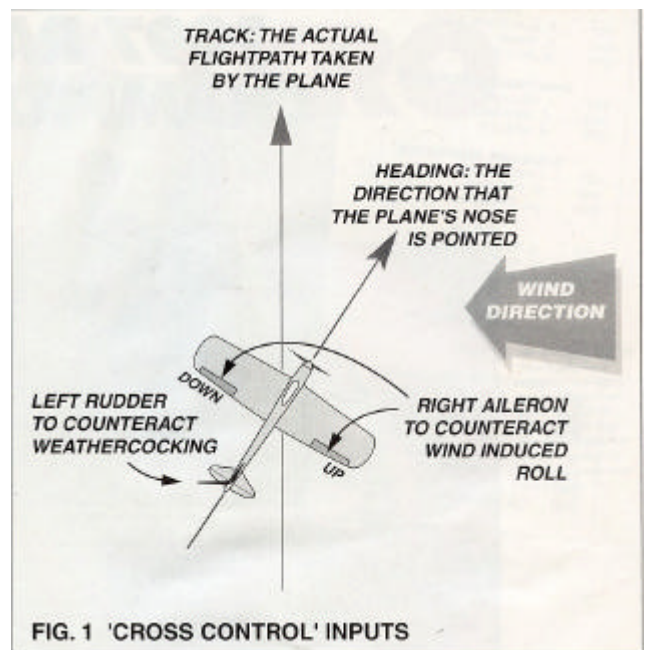
Use 'yaw' rudder

Radio Modeller recommends more use of rudder for better flying technique...

R/C fliers generally learn to fly using aileron, elevator and throttle. Little use is made of the left stick (Mode 2) other than to use it for the throttle and ground steering. The growing popularity for 3 channel a/c, i.e. throttle, aileron and elevator, dispenses with the rudder altogether. However, it is important to realize that as model a/c get BIGGER, they act more and more like their full-size brothers. No pilot of a full-size a/c would contemplate making a flight without ever using his or her rudder, yet modellers do it all the time, and wonder why they can't fly and land consistently

During take-off

The effects of engine torque increases with the speed of the prop - more revs, more torque (during initial roll-out), only minimizing when a stable cruise speed has been achieved after climb out. Some a/c designs, usually smaller a/c, incorporate right thrust into the airframe to counteract this effect, but as the turning moment varies through the rev range, a fixed offset can only be a happy medium, still requiring a little rudder movement during the take-off run, as already mentioned. Larger models generally are designed with zero-zero thrust lines, necessitating effective rudder use. Whilst talking to the pilot of a full size P51 at a war birds meet recently, he revealed that he had to almost stand on the right hand rudder pedal during takeoff, just to keep the plane in a straight line. With a model, the amount of rudder you need to hold in depends on the size of the engine, the size of the prop and, of course, the size of the rudder! The amount fed in will decrease as speed builds up, but be prepared to hold in a little until cruise speed is reached.



Use in flight

Consider two a/c turning, one with rudder, one without. The one not using rudder turns much steeper than the one using it. Put simply, the rudder induces yaw and turns the

a/c, the ailerons roll the a/c, needing elevator input to pull the a/c around. **A proper, coordinated, turn should begin with rudder followed by minimal aileron, in the direction of the turn, producing a flatter turn and maintaining maximum lift from the wings.** This can be crucial on landing approaches, at slow speed and or under windy conditions. Rudder is also required when flying crosswind maneuvers. Try a loop in a high crosswind and the plane will not track well, through the loop. Do the loop feeding in rudder towards the direction of the wind and you will find that the tracking will improve, despite the wind. Rudder is obviously used in varying degrees in aerobatic maneuvers. Truly axial rolls do need coordinated rudder and elevator inputs, in knife edge, the role of elevator and rudder are reversed and in a stall turn, full rudder is usually needed to turn the plane around its wing tip. **Do a quick survey of your club mates and find out how many use rudder to turn - not many I'll bet!** I'm always amazed at the number of pilots who have minor (and sometimes fatal) accidents while landing, especially when dealing with a crosswind. Too often, pilots having set up for a landing, try to correct being blown slightly off track, by using ailerons. This causes the upwind wing to drop and catch more wind, accelerating the roll. A few feet off the ground, on a landing approach, is not a good place to execute a roll! You may be lucky and get away with it, but if you carry on like that, sure as eggs are eggs, CRUNCH!

Let's talk our way through an improved procedure. Assume that the wind is fairly strong, coming from the RIGHT. Having got into landing set up and turned into final approach, the plane will tend to 'weathercock' into wind (see fig.1). To counteract this, you need to feed in LEFT rudder, to maintain the a/c on track to touchdown. This input will also cause the RIGHT wing to come up. To prevent the a/c rolling to the LEFT, you will have to feed in a little opposite (RIGHT) aileron, to correct this tendency.

Remember though, that increased deflections of the control surfaces at this speed and height causes significant drag, so, to keep the dreaded stall at bay, additional power may be needed, through to touch down. Sounds difficult? This is the classic 'crossed-control' approach, which should be high on your list of flying techniques to master.

Practice then practice some more...

A high wing plane with a large rudder is the best combination to practice using the rudder. Start by flying left hand circuits (i.e. with the engine torque), starting the turn by consciously feeding in a little left rudder, followed by a little amount of left aileron. You will find that the turn will be flatter than that with ailerons alone. When comfortable with this, change to right hand circuits (i.e. against the torque) and do the same, feeding in rudder first, followed by a little aileron (the amount of movement necessary will probably be different, due to the effects of engine/prop torque). Practice figure eight's until using rudder becomes comfortable and almost second nature to you. Now we can think about crosswind landings.

Practice crosswind approaches at a safe height first, until you can consistently keep on track across the face of the wind, using the 'crossed control' technique. Fly both ways across the wind (pick a day when there's hardly anyone else there, to avoid becoming unpopular!), to practice rudder/aileron inputs and don't attempt a deliberate crosswind landing until you are happy that you can keep her on track, either way. This is very good practice for the day that you have no alternative BUT to land crosswind.

Learning to fly the rudder is not a lot of fun, because it forces us to return to some of the basics that we thought we had mastered, but taking the time to do so is very rewarding. You'll be amazed at how much better a flier you'll be, once you become proficient with it's use.

(Based on an article by Jim Sandquist, published in Scale RIC Modeller; Challenge Publications Inc. USA.) RM

Effective rudder use is imperative, for multi IC powered A/C, particularly twins, to counter asymmetric thrust, should you lose an engine in flight



Coming Events

Sausage Sizzles

We have booked two sausage sizzles for the year at **Safeway Sebastopol**. Dates are Saturday/s **August 6th** and **September 24th** (Grand Final Day). These are very valuable fund raisers so the club needs and appreciates your support. The activity also gives us a chance to promote the club to the general public. If you can spare a few hours from about 9.00AM on these days it would be very much appreciated.

58th Nationals

It will not be long now to the Nationals. There are three club members that have sent in their entry fees. That is a good representation from just one club. If anyone wants information contact Glenn, Rick or Roger.



Event Calendar

Jul 8th-14th 2005	58th Nationals – Richmond NSW.
Jul 17 th 2005	VFSAA Team Scale Rally – State Field.
Jul 23 rd 2005	BRMFC Annual General Meeting.
Aug 6 th 2005	Sausage Sizzle – Safeway Sebastopol.
Aug 7 th 2005	VFSAA Scale Rally – Greensborough.
Aug 21 st 2005	VFSAA Scale Rally – Bacchus Marsh.
Sep 17 th /18 th 2005	Mammoth Scale – Shepparton.
Sep 24 th 2005	Sausage Sizzle – Safeway Sebastopol.

That's all for now. Good flying.
G.W & R.C.



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2005/2006

Surname First Name Middle Name
 Address City Postcode
 Phone: Home: Business: Mobile:
 Email Address:
 M.A.A.A. Registration Number: AUS Date of Birth:
 Partners Name Occupation/Skills
 Transmitter Frequencies Used:

Tick membership type below and write amount applicable in column on right hand side of sheet.

Note: Pension rates with 10% discount, are shown in brackets (). Proof of pension entitlement must be provided.
 Includes MAAA insurance charge for all member categories

New member. (Existing members ignore this)
 Joining fee **\$10.00 + \$10.00** refundable gate key deposit (receive starter pack)----- Amount: \$

Senior member plus VMAA fee. – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person over 18 years.

Club	\$72.00	(\$64.80)	
VMAA	\$132.00	(\$125.00)	
Total	\$204.00	(\$189.80)	----- Amount: \$

Senior member – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person over 18 years.
 VMAA fee is paid through another club and you intend to fly regularly at our field.
 Name of other club:.....

Club	\$72.00	(\$64.80)	----- Amount: \$
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Junior member plus VMAA fee. – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person under 18 years.

Club	\$36.00	(\$32.40) – 50% of senior membership fee	
VMAA	\$100.00	(\$100.00)	
Total	\$136.00	(\$132.40)	----- Amount: \$

Associate member – Benefits: Gate key & newsletter. VMAA fee is paid through another club and you intend to fly infrequently at our field. Probably live remotely. (2/3 of senior member fee.)
 Name of other club:.....

Club	\$48.00	(\$43.20)	----- Amount: \$
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Social member – Benefits: Newsletter. Non flyer. (¼ of senior member fee.)

Club	\$18.00	(\$16.20)	----- Amount: \$
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Family membership – Benefits: Voting rights, gate key & newsletter. Consists of one **senior** rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). Applies to immediate family residing at same address. There is no family VMAA fee arrangement.

Club	\$82.00	(\$73.80)	
VMAA	\$132.00	(\$125.00)	
Sub-Total	\$214.00	(\$198.80)	----- Amount: \$
Person 2	\$100.00 or \$132.00	(\$100.00 or \$125.00)	VMAA fee ----- Amount: \$
Name:..... D.O.B. M.A.A.A No:			
Person 3	\$100.00 or \$132.00	(\$100.00 or \$125.00)	VMAA fee ----- Amount: \$
Name:..... D.O.B. M.A.A.A No:			
Person 4	\$100.00 or \$132.00	(\$100.00 or \$125.00)	VMAA fee ----- Amount: \$
Name:..... D.O.B. M.A.A.A No:			

Total amount to pay (Less your Installments \$.....) **\$.....**

A \$5 Administration fee applies, if fees are not paid by 31st July 2005.
 Please remit this form and the amount payable to the Secretary or Treasurer.



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfcl

Inc. No. A0001288M

Nominations form for new Committee Members for the 2005/2006 term

Position nominated	Nominated person	Nominee signature
? Vice President
? Treasurer
? Safety Officer
? Safety Officer
? Publicity Officer
? Returning Officer
? Public Officer
? Newsletter Editor
? Newsletter Sub editor
? Field Maintenance Officer

Signature of member making nominations :-

Sign

Name in block letters

This nomination form is for the above mentioned office bearer positions that will become vacant at the forthcoming Annual General Meeting to be held on the 23th July 2005 at Flying Field, Ballarat.

Should you wish to nominate a Club member, you should enter their name on the line (Nominated person) beside the position they are being nominated for, and have that person sign on the (Nominee signature) line beside. (Any form not signed by the nominee shall not be accepted).

Associated members are not eligible to either nominate persons or be nominated for positions.

You may nominate a person for one or each position or you may choose not to nominate anyone for any position.

Persons nominating anyone must be financial members of the club and persons nominated must be financial members of the club.

In order to ensure that voting forms are dispatched within the required time before the Annual General Meeting, nomination forms are required to be returned by 25th June 2004.

You may address your return form to the receivable person :-

Mr. R.Pimblott
 Back Raglan rd.
 Beaufort 3373
 Vic.

Rick Pimblott

Returning Officer