



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.startek.com.au/brmfc

Inc. No. A0001288M

NEWSLETTER – February, 2009

Committee 2008/2009

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The next meeting of BRMFC is to be held out at the flying field on Wednesday February 25th 2009 commencing at 7.30PM. 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 (preferably with something on it) for supper.

Agenda Items for the next meeting

1. Open Day 5th April 2009 Sub-Committee Report
2. Wind Farm
3. Field Maintenance
4. Bus to Avalon – Mar 15th 2009
5. Enhancing Flying Skills – Videos
6. VPA Model Engines Trophy

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

1. Open Day 5th April 2009 Sub-Committee Report

Nick Katsikaros, Jeff Dowsley and Glenn White volunteered to sit on the open day sub-committee at an earlier meeting. One extra member is required and the Display Director is to be appointed. The first meeting was to be held on **Wednesday 5th November** at a place to be confirmed. This did not happen!

- a) It was decided that the sub-committee would meet on **Wednesday 11th February** at the Red Lion Hotel commencing at 7:30PM. *Sub-Committee members please put this date in your calendar.*
- b) We have the VMAA Permit.
- c) We have the Council Permit to erect advertising banners between 9th March and 7th April at the usual sites. Roger Carrigg will put banners up and take down after event.
- d) Rick is obtaining the food permit from Moorabool Shire.
- e) Display Flyer and Pilot Invitation PDF documents need to be revised, posted on web site and sent out to pilots. Matt said he has a friend who is a graphic artist and may be able to do a professional flyer. If not we'll update last year's documents.
- f) Need to promote event.
- g) Raffle – Thinking of a Boomerang and engine – don't think we can stretch to include radio gear.
- h) Matt is to approach Roj's Hobbies to see what we can get for the raffle prize and pilot giveaways.

Top up with some useful budget priced tools from the shops like Go-Lo.

- i) If Roj's Hobbies is unable to assist us this time perhaps we can follow up Austars Model P/L.

2. Wind Farm

- a) Nick and Roger appeared at panel hearing on November 19th at 1:30PM.
- b) No further information has been received.

Held over until the next meeting for further discussion, if/when news come to hand.

3. Field Maintenance

- a) Matt mowed the grass around the car park etc a couple of weeks ago.
- b) Rick got the paper mill matting and this was laid out on the field on Sunday 18th January. From all reports it was good to take off and land on although the runway surface needs to be leveled first.
- c) The matting blew into the paddock on the following Wednesday during the high winds. Matt went out to the field thinking that that might have happened and dragged it with his car to behind the compound.
- d) Rick said he can get another length on 10th February (4.8m x 50m)
- e) We are looking at how the matting can be seamlessly joined lengthwise to give us a 9m width

4. Bus to Avalon – Mar 15th 2009

- a) Max priced a 25 seat bus from Hertz – \$200 hire, 200km included and estimates about \$50 for fuel.
- b) On that basis it will cost \$15/seat.
- c) There will be some refreshments for the trip home as usual.

- d) Max has said he is prepared to drive the bus.
- e) We will be taking money for tickets in a week or so.

5. Enhancing Flying Skills – Videos

Held over until the next meeting.

6. VPA Model Engines Trophy

- a) The Victorian Pattern Association Model Engines Trophy event is scheduled for the weekend of 31st January/1st February at our field.
- b) The current heat wave is casting doubt over the event due to the likelihood of a total fire ban being gazette.
- c) Rick & Pam are to run the canteen.
- d) Henry Hutchinson comes up Friday afternoon to layout field.
- e) Henry has advised that David Carkeek (Ph. 9776 5113) wishes to camp at our field on Saturday night – he'll be the Security Officer for the night as strictly speaking camping violates Moorabool Shire planning regulations.

Event was cancelled by Henry on Friday morning (30th January) due to the extremely hot conditions. Several contestants had withdrawn due to the heat and a total fire ban was expected on Saturday.

An email was sent out to all members advising them of the outcome and that Henry had suggested March 29th as an alternative date.

7. Roy Gladman Novelty Event

The Roy Gladman Novelty event is scheduled for **Sunday 15th February** and was mentioned in the last newsletter. As usual there will be a modest entry fee of a couple of dollars to cover cost of the trophy and BBQ lunch.



Boeing 747 turns 40

FORTY years ago, the world held its breath as the biggest and most luxurious passenger jet ever created took to the sky.

A whopping 60m wingspan and a tail that stretched 20m skyward attracted huge crowds to Washington to watch the Boeing 747 ride into the record books.

When the iconic plane took to the air for the first time on **February 9, 1969**, the jumbo jet was born and air travel changed forever.

"When the 747 first arrived it was so huge. People were very excited about it," said Captain Keith Marriott, secretary of the Australian and International Pilots Association (AIPA).

Capt Marriott – who has flown the 747-100, 200, 300, 400 and SP models – said the 747 represented the biggest leap forward in air transport history.

"It changed the world because it brought the cost of flying down," Capt Marriott said.

The 747 – the first-ever wide-bodied jetliner – has gone on to virtually invent long-range comfort and made intercontinental travel possible for millions of people.

Since its debut in 1969, more than 3.5 billion people have flown on a 747, the equivalent of more than half of the world's population.

This extract is from NEWS.com.au, for the full story go to <http://www.news.com.au/travel/story/0,28318,25015911-5014090,00.html>



Get Well Terry

Terry Weatherson suffered a major stroke on 6th January this year. (For the newer members, Terry was a full member of BRMFC up to the early 1990's, before he and his wife Lauraine moved to the LaTrobe valley. Terry has remained an associate member ever since and we regularly catch up at events such as our Open Day, Shepparton Mammoth Scale and Hamilton Open Day.) A card was passed around the January meeting for members to sign.

We wish Terry a speedy recovery and look forward to catching up again at future events.



Solo Flight

David Filmer who joined us recently managed his first solo flight on Sunday 22nd February under the instruction of Max Rowan. Congratulations David, it's a great sense of achievement in this sport/hobby.



VicScale Visit to Dereel

I (Roger) read with interest in the February 2009 VFSAA newsletter of the recent visit by a group of VFSAA members who were invited to Dereel to investigate the feasibility of holding scale events.



Some of the ultra-light and general aviation aircraft parked alongside the runway – 16th November 2002.

As it turns out this is the same property where BRMFC put on flying displays on 17th November 2001 and again the following year on 16th November 2002 during a local event known as the Spring Wing Festival which ran for a couple of years.

Back then the property which has a 2000ft north/south runway was owned by Ted & Joan Hardcastle who were ultra-light enthusiasts but is now owned by Andrew Willox who is also the editor of "Aerogram" the RAAF Museum newsletter.

The runway was very sandy and not easy to take off from but nonetheless we managed to put on a fair bit of flying on both occasions in between the full size activities.



Our static display at Dereel on Saturday 16th November 2002 – the flying models were over beside the runway. (Back in those days we didn't get many photos – digital cameras were still too expensive!)

One incident comes to mind involving a full size aircraft during the 2002 event. I've taken an extract from our November 2002 newsletter.

A Piper Cherokee was attempting to take off into wind, but unfortunately, the runway has a row of very high gum trees and power lines at the northern end. After premature lift off, the aircraft settled back onto the runway. (The sandy runway was holding it back as well.) The pilot then hit the throttle again but by this time the plane was running out of strip. It lifted off again then the pilot had second thoughts and dumped it back onto the runway immediately locking the main wheels leaving deep skid marks all the way to the end of the runway. This happened directly in front of us as we were standing alongside the runway. From memory he then took off downwind where there are no trees to negotiate at the southern end of the runway.



VMAA News

- The MAAA has drafted a **First Person View (FPV)** policy MoP066 which covers the use of a live video downlink from an onboard camera allowing the pilot to control the aircraft using a cockpit view.
- **New Field:** Wimmera MAA (Horsham club I think) is registering a new field. (We visited Horsham club several years ago.)
- **Duration Attempt:** Anthony Mott (BRMFC Associate member) has attempted a duration record of 12h 5mins. Application has been forwarded to MAAA for verification.
- **Avalon Airshow:** Due to problems negotiating with the organizers of Avalon Airshows Downunder the

VMAA has decided to withdraw its support for the Avalon Airshow.

- VMAA Executive ruled that VMAA life members are to receive the VMAA newsletter by post whether or not they are still affiliated via a club.



New Models seen at field

We asked our President Matt Porter what he thought about his new Boomerang 60 which he's been throwing around the field lately. Matt's been kind enough to provide us with some commentary on the model.

There's not much to say about the old boomer, she's a Phoenix Model Boomerang 60 size trainer with a 1900mm flat bottom wing and about 4-5 degrees of dihedral, I'm running a Dykes Ring GMS2000 .76 2 stroker turning an APC 13x6 prop (waaaaay too much power!) Assembly was a piece of cake and would take no more than an afternoon to complete for a competent modeller and maybe a day or two for a beginner. I was unimpressed though with the throttle and nose wheel steering wires and made some improvements to stiffen them up which gave more precise control in both instances.

As some members may have seen at the Roy Gladman event last weekend she's a pretty good flyer with absolutely no bad tendencies. As far as trainers go this would have to be the best that I have flown, it can be controlled with just rudder and elevator relatively easily and it will just float in for beautiful landings with nothing but throttle control if the wind is being kind. I really think that a .61 or .70 four stroke would power this model just nicely and it would be a great choice for a beginner pilot because of its docile handling and easy recovery. Because of its size and bright colour scheme it is quite visible at a distance which would be a bonus for instructors as well. Thanks for that Matt. Ed.



Matt decided to get a big Boomerang that he could throw around at ~~roof top~~ grass top level and have some fun. Photo was taken on Sunday 25th January.

Russell Aggett's latest model is a Piper Cub J3 powered by an OS120AX turning a 14x8 propeller. This is a big model with a 9ft wingspan and 5ft 2" fuselage. Russell has also provided us with some additional info.

This plane was an eBay special, the guy I bought it off said he'd had many a good days flying with it and I agree he would have. It was test flown on 8th February by of course my test pilot and great mate Murri.



Russell's latest – a 9ft wing span Piper Cub J3 powered by an OS120AX.



We gave it the usual ground run test and with no effort it was airborne and climbed out requiring very little trim.

STOP PRESS! Something went wrong today (Sunday 22nd February). During takeoff it appeared that the Cub lifted off too soon and struggled to gain altitude and control. Apparently it staggered around for about 3/4 of a circuit before plunging into the ground after stalling. Russell seemed to be at a loss to explain what went wrong – maybe there was some control or mechanical failure. Not sure if it is repairable. Bad luck Russell!



Crash Report

On January 18th down at Werribbee Nick severely damaged his Pitts Special due to battery failure. (See Werribbee report and battery article in our January 2009 newsletter.)



In the Kitchen

It's time for some bitchiness! When you're in the kitchen out at the field and you notice a bunch of dirty cups in the sink, say to yourself. "When was the last time I washed the cups?" If you can't remember, then roll up your sleeves, get the dishwashing liquid out and hop into it.

Please remember we aren't at home where there's someone else to wash and clean up after us!!!



Events

VFSAA Scale Rally – Werribbee 18th January

Our first trip away this year was a leisurely drive down to Werribbee for the first Scale Rally of 2009. Surprising how the years slip by, the last time we were there was 2005 but from what we've heard the years we missed the weather wasn't the best.

We couldn't have ordered a better day, clear skies and just a light breeze. There was a good turnout with a wide cross section of models, Roger, Nick, Graham W., Tim, Gavin and I (Glenn) made up the Ballarat contingent. Nick took his Pitts, Roger his Shoestring and Super Stearman and I my Me 163 Komet. It was nice to see a field with some green grass again – they must be able to water the pit area. They have a nice flying field although it is a little tight what with the car club and a housing estate being so close.



Our club contingent in the foreground. Behind the trees in the background looking east is the start of the housing estate. From what we hear the club co-exists with suburbia amicably by observing some common sense flying rules. The club has been there for around 30 years or more.



Roger assembling his Super Stearman powered by an OS 200FS – Got to get the spinner fitted!

Things didn't get off to a good start; Roger was the first of us to fly and his flight was incident free as usual but shortly after he landed Rod Mitchell put his new model up. It's quite impressive as are all his twins. The main feature of the Neptune is that it does a water drop. The model carries a litre of water in a balloon, Rod set the Neptune up for a water drop, we all watched for the drop but nothing happened the plane just flew straight past. At this point

Rod was in trouble and was shouting out to see if anyone had their radio on. The Neptune flew on straight and level for about 100 metres and then went haywire. The nose went up and at the same time water poured from the fuselage, it continued to climb until it ran out of speed, did a wingover and started to fall out of the sky. Halfway down the nose started to come up and when the Neptune eventually hit the ground some considerable distance away it was at a shallow angle and we all thought that's the end of that. Fortunately it landed in a reed bed that absorbed a lot of the impact so not a lot of damage was done. It was suspected that there was a radio problem as Rod had no control of the plane for the last 30 seconds of the flight but on examination the true culprit was found. To release the water from the balloon Rod used an exacto knife blade fastened to a servo arm to slice through it. What had happened was that the blade sliced through the battery lead as well as the balloon, no wonder the radio went dead. I'm sure Rod will soon have the Neptune back in the air again with the battery lead tucked well out of harms way.

The next model to fly was Nicks Pitts, shortly after take-off it went violently out of control and spun into the ground a hundred or so metres away. Immediately it was assumed it was a radio problem because it happened moments after Rod's Neptune went in, but again on examination it was found to be a battery problem. The Pitts was extensively damaged however Graham W. has offered to repair the wings and Nick is going to have a go at the fuselage.

After Nick's Pitts crashed everyone thought there must be some radio interference. Flying immediately ceased for about 20mins while the local members went over to the car club to see if there were any radios there that could affect us. They were assured there wasn't and by that time the cause of the two crashes had been determined so flying got underway again.



We all have to do our stuff! The local car club shares the paddock with the Werribee club and was holding an event on the same day. Normally both clubs manage to avoid scheduling events that coincide.

I (Glenn) was very lucky with my Komet once I got it off the ground (three attempts, I'm not used to take-offs on grass). There were six models in the air making it difficult to hear one's motor and on a slow pass I wasn't aware that mine had cut. I really had no option but to keep going into wind. The Komet has a great glide rate so it kept on going and going and going. I could see the orange mesh on the fence in the distance and knew it was going to be a close call, I wasn't wrong (see photos). The model touched down about 8m before the first fence and came to rest up

against the lower wire between the star pickets. How lucky is that...of course the engine shouldn't have stopped.



The Komet is actually up against the first fence which you can't see in this photo and can't see from the flight line.



A very close shave with left wing and canopy wedged under the bottom fence wire a metre or so from a post. Glenn likes to live on the edge!



The Miles Messenger in the foreground won Military non-flying but I believe flew after the rally concluded.

Roger was the only one of us to have an incident free day.

The Awards were (from VFSAA Feb 2009 newsletter).

Military Flying: Frank Laguda (NFG) F-15C. *Haven't got a photo but this model is featured on the front cover of the latest Airborne magazine No 224.*

Military non-Flying: Jim Stafford (WMAA) Miles Messenger

Civil Flying: Roly Gaumann (P&DARCS) Piper Tri-Pacer.

Civil non-Flying: Michael Clancy (WMAA) Cessna 310

SC Models awards: Mark Radburn (GMAC) and Rod Mitchell (K&DMAC)

WMAA Prize: Pat Garro (NFG)

It's a good day out, the Werribee club always make us very welcome and if you are looking for somewhere to show off your scale model its not far to travel. Maybe we will see you there next year

Camperdown Glider Fly In, January 2009. Australia Day Weekend. By Nick Katsikaros.

Every year on the Australia Day weekend glider pilots from all over Australia converge on Camperdown to fly, catch up with old friends, make new ones and fly some more. This was my first visit and I was impressed by the huge turnout, great flying and relaxed atmosphere.

Camperdown is a great slope soaring location. The main site is at the point on Lake Bullen Merri, a volcanic crater lake. With two more flying sites on the crater you can fly no matter what direction the wind is blowing. Nearby Mt Leura also has a site suited to Dynamic Soaring – the wild child of gliding – so all tastes are catered for.

When I arrived on Saturday there were about 10 planes on the ground, 8 in the air and another 20 in cars. While I was unpacking my menagerie (Bat, Fox, and Animul) two planes managed to find a perch in a strategically located tree! Luckily, both were retrieved with minimal damage. After that the tree was given a wide berth.

The flying on Saturday was magnificent with a steady southerly allowing most planes to fly all day. Sunday morning suited the floaters and the electrics but the wind strengthened in the afternoon to give everyone a go. I had about 10 flights on Saturday and enjoyed it so much I returned on Sunday for 5 more flights and a family picnic.

The pilots were from all over Australia. Most had come for the weekend but many were there the whole week.

The planes covered the spectrum from cheap foam to high tech carbon and, yes, even scale! Traditional balsa gliders were a minority. There were a number of particularly impressive scale models both with and without electric motor assist. The largest model I saw had a wingspan of over 5m and a 10 HP electric motor (see photos).

Gliders (full size and models) are at the cutting edge of aerodynamic design. This is reflected in the performance of the modern scale and competition models.

Frequently you would hear "from the left" followed by a thin scream as a sleek machine cut through the air on a low fast pass, followed by a vertical climb out with multiple rolls back up to altitude.

In flight the large scale aerobatic models were impressive and incredibly realistic. Smooth and stable, they ate up vast amounts of sky, performing huge loops and low passes with 4 point hesitation slow rolls thrown in.

The speed of the competition models was incredible. Two I noticed in particular were F3B and F5F models. The F3B is a multi task electric that gets high as possible as quick as possible, powers off, then performs set tasks against the clock. It was ballistic, climbing vertically to a speck in less than 3 seconds then burning the air coming down. F5F is slope pylon racing; performing laps of a straight course across the face of the slope. The model, a pure glider, dives into the course at high speed then pulls fast tight knife edge turns with almost no speed loss.

But it wasn't all high tech posing. The casual flyers with old style floaters and cheap foam combat wings were well represented having fun, watching the top guns and relaxing in a great holiday atmosphere.

All in all it was a great way to see a different facet of aeromodelling and a relaxing way to spend a weekend.

-----ooOoo-----

This impressive scale aerobatic model performed impressively against a magnificent back drop.



The two compulsory maneuvers - take off and landing.





At the other extreme of complexity, my foam menagerie: the Fox scale aerobatic, and Bat flying wing.

Thanks for the excellent article Nick. Ed.

Roy Gladman Novelty Event – 15th February

The annual Roy Gladman Novelty event was held on Sunday 15th February with favorable weather conditions. It was a much cooler day than what we've had over the last few weeks with a distinct smoke haze from the Healesville fires although there was no smell of smoke. (You'll notice the smoke haze in the photos.)

We had an excellent turn up of members (must have been half the club) and a reasonable number of entries. There were several members there that must have forgotten it was on and didn't have a model with them (any excuse). Not to mention any names but maybe Noel, Graeme (A1), Murri, Gavin and Len could have flown.

I (Roger) would have flown but my nose wheel fractured at the coil on the trim flight after 12 years of constant abuse.



This is what happens when your nose wheel snaps off on landing during trim the flight – you get the crap jobs!

It was a fun day and it's good to report that there were no accidents. We've found in the past that the Climb & Glide event is costly on models so Glenn gave all competitors a warning about the danger of flying too slow and too low in the wrong place.



Looks like the balloon burst is about to get underway! David Howe is preparing his model while the balloons are about to be pegged out on runway.

There were plenty of members to help with adjudication of the spot landing and carrier deck events. Overall the scores for these two events were pretty good with many entrants landing in the carrier deck and touching down within the circles.



Matt lining up the balloons on takeoff. He managed 3 out of 4 with the Boomerang 60. Nick was the only one to get a perfect score.



I've never seen A1 with such a happy smile on his face – maybe he's found his true calling! ~~What do you charge for a night out? I've got \$2. Do you give change?~~ Glenn said to cross that bit out so I did.

After the event Peter Evans hopped in and cooked the BBQ lunch which went down very well.

All in all it was a good club day and enjoyed by all.



Andrew Bentley judge and timekeeper. Max readying the Striker.



Max hand launching his Striker electric model for the spot landing event. Inset – camera caught the Striker at a very precarious moment but fortunately Max managed to pull out just in time for a bulls eye.

We didn't know who the winner was until the scores were tallied up later in the day and emailed out to the members. Our President Matt Porter was eventually crowned the winner with Max Rowan biting at his heels. Congratulations to all who entered and may there be many more entries next year.

See the end of the newsletter for the table of results.



Coming Events

Warrnambool Open Day – Sat 28th Feb/Sun 1st Mar
A number of us are going down to Warrnambool for this weekend for the Warrnambool club's open day. Some are going down on the Sunday only as it's not all that far.

We've gone down for the last three years and had a great weekend. They have a great field and are very easy to get on with. You can fly any type of model there.

If you are going, contact one of us for directions as it is tricky to find. It's actually about 5km to the north of Koroit.

Bus to Avalon – Sunday 15th March 2009

We are hiring a mini bus (24 seater) for the trip to Avalon. This has been done several times now and it has proved both popular and successful. Last time (2007) we left from outside the library in Creswick Road departing at 7:30AM. Max has got prices from Hertz and is organizing the bus. Cost is expected to be in the \$15-20 range per ticket with light refreshments on the trip home included. Details will be finalized at the next (February) meeting so stay tuned.

VPA Model Engines Trophy – 28th/29th March

Due to the fire ban imposed over the original weekend of 31st Jan/1st Feb it is tentatively proposed to reschedule this event for the 28th/29th March which is the week before our annual display. This will be confirmed at the February meeting.

Annual Display Day – 5th April 2009

A lot of behind the scenes lead up work has been done. We have the VMAA public display permit and the council authorization to erect our advertising banners during the 4 weeks leading up to the event. Pilot invitations have been emailed to our recipient list and will be sent a couple more times as a reminder.

The raffle prizes have been organized and tickets will be available very soon – maybe with this newsletter.

We are booking Stocklands Wendouree for Saturday March 28th to promote the event and sell some raffle tickets. Anyone able to attend please contact Nick.

Matt is organizing a work roster for the open day so please contact Matt before he contacts you.



Event Calendar

- Feb 22nd State Champs F4C and ARF – P&DARCS.
- Feb 28th/Mar 1st Open Day – Warrnambool.
- Mar 1st VFSAA Sportscale – Keilor.
- Mar 10-15th Avalon Airshow.
- Mar 15th BRMFC Bus to Avalon Airshow.**
- Mar 22nd Keilor Public Display – K&DMAS.
- Mar 22nd Monty Tyrell Memorial – P&DARCS.
- Mar 28th/29th APA Model Engine Trophy – Yendon.**
Rescheduled, to be confirmed.
- Mar 29th WMAA Helicopter Fly-In – Werribbee.
- Mar 29th VFSAA Sportscale – State Field.
- April 5th BRMFC Annual Display Day.**
- April 4th/5th Bowlyie Large Model Scale Rally.
- April 12th-26th 62nd MAAA National Champs – R/C events at Cootamundra.
- April 19th Annual Fun Fly – Echuca Moama Model Aero Club.
- April 24th-26th WWII & Military Scale – Wagga Wagga.
- May 10th OS Engines Day – P&DARCS.
- May 17th "Mid May Muster" Scale Rally – Bairnsdale & District Model Aero Club.
- October 25th ARF Scale Event – BRMFC.**
- Dec 2009-Jan 2010 63rd MAAA National Champs – Albury/Wodonga.

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

Scenic Flights – There's a notice on the board out at the field advising members that I am now a pilot. If anyone would like to take a scenic flight in a Jabiru around Ballarat and surrounding district for a very cheap fee either ring me or just see me at the field. The flight takes about 1 hour.

Russell Aggett 0422 519 334 ragg27360@bigpond.com

Roy Gladman Perpetual Trophy 2009 - Scores (15th February 2009)

Contestant	Freq.	Target	2 Minute Timed Flight		Climb & Glide		Balloon Burst			Carrier Deck Landing				Spot Landing			Bonus	Total	
			Time	Score	Time	Score	Take off (x5)	Landing (x10)	Score	Touch	Land in	Stop in	Bonus	Score	1st Pass	2nd Pass			3rd Pass
Matt Porter	623	3:00	3:17	163	3:33	60	3	0	15		25	25		50	15	10	15	40	328
Max Rowan	641	3:00	3:40	150	2:16	50	0	0	0		25	25		50	25	10	25	60	310
Nick Katsikaros	649	3:00	2:58	178	0:45	20	4	2	40	5				5	15	15	10	40	283
Rick Pimblott	2.4GHz	3:00	2:52	172	1:47	40	1	0	5	5				5	25	5	25	55	277
David Howe	625	3:00	1:49	150	1:35	40	3	0	15			25		25	15	5	25	45	275
Glenn White	643	3:00	2:44	164	2:55	60	0	0	0		25			25	5	5	15	25	274
Peter Evans	605	3:00	2:44	164	1:08	30	2	0	10	5				5	10	5	15	30	239
Russell Aggett	633	3:00	2:12	150	0:55	20	1	0	5	5				5	5			5	185