



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.startek.com.au/brmfc](http://www.startek.com.au/brmfc)

Inc. No. A0001288M

## NEWSLETTER – November, 2006

### Committee 2006/2007

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The next meeting of BRMFC is to be held out at the flying field on Wednesday November 22<sup>nd</sup> 2006 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 for supper. We are having a BBQ tea at the field prior to the meeting and a fly if you like, the club will supply some side salads and bread – just bring your own meat.

### Agenda Items for the next meeting

1. Roy Gladman Round 3 Scale
2. Field Maintenance
3. Xmas Party venue and date
4. Bus to Avalon 2007
5. Methanol Supply
6. Xmas Raffle
7. Club Banner
8. Club Trainer

### What's On

BBQ tea and fly before the meeting – club to supply side salad and bread, bring your own meat.

See *Coming Events* further on for more info.



### 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. Field Maintenance

- a) Max Rowan advised that he is trying to get in touch with Geoff Fiskin to find out what is happening with the crop.
- b) Fences around our patch may be coming sooner than we expect. We are going to look at drop sections at the end of the runways.
- c) We need to be extremely conscious of the fire danger this summer. Editor is to make a prominent note in the next newsletter, advising members to be very careful out at the field this summer.
- d) Container Roof
  - i) Murri Anstsis is to go ahead and purchase timber required for the roof frame.
  - ii) Murri stated that he has approx 1/3 of the iron required to cover the roof and will keep an eye open for cheap roofing iron. We need 2.7m lengths.
- e) Wiring in Kitchen – Rob Beardall advised that it should be finished in a month or two.

- f) The mower was serviced on October 15<sup>th</sup>. The engine oil was changed at 21.8 hours.
  - g) Max has donated a tent that he no longer requires to the club primarily for use as the transmitter pound on our display days.
  - h) The Secretary noted that Len Astbury re-painted the *Restricted Area* signs last Thursday (19<sup>th</sup> October) and did a lot of general tidying up around the field in preparation for the ARF event.
2. **Xmas Party venue and date**  
The booking for 30 at the Blackhill Hotel has been confirmed. The date is Saturday 16<sup>th</sup> December starting at 7:30PM. If you intend going please let Glenn know.

#### 3. Bus to Avalon 2007

Gordon has made more enquiries regarding hiring a bus to take club members to the Avalon Air Show on Sunday March 25<sup>th</sup> 2007. We can hire a self-drive, 29 seat bus from Hertz for \$213 plus fuel (estimate about \$60 fuel). A smaller 22 seat bus can be hired for \$173 plus fuel. Editor is to place a note in the next newsletter, advising members that we would like a \$5 seat reservation deposit before the Xmas party.

#### 4. Methanol Supply

Max Rowan reported that a 200L drum of methanol, can be purchased for \$250 from R&J Batteries. Meeting agreed that we should proceed with the purchase because it is a worthwhile service that the club provides for the members. Russell Aggett also purchased a new jiggler siphon and tube to replace the one lost in the robbery. (Cost \$8) **Methanol has since been purchased.**

## 5. Xmas Raffle

It's now time to start filling the barrow. Members are requested to donate some Xmas items to supplement the major items that the club always purchases. We must thank Lawrence for donating the barrow back to the club after he won the raffle last year. Dummy Xmas boxes are also needed for display purposes whilst the barrow is on show. It is proposed to have the barrow on display at Veronika & Malcolm Miles shop (Stitched Up On Curtiss) by late November. As usual the raffle will be drawn at the Xmas party.

## 6. Club Trainer

The Pros and Cons of running a club trainer were tossed around again. However further consideration and discussion is required before a decision is made to replace the one that was stolen. Carried over to the next meeting for further discussion.

## 7. Trainer Raffle

Gordon has been making enquiries regarding raffling a complete trainer package. Gordon will keep us posted on developments. It may be something we can get going for our annual display.

## 8. BBQ Tea Next Meeting

The Secretary suggested that we have a BBQ tea and a fly before the next meeting seeing as daylight saving will be on by then. Club will supply some side salads and bread while members bring their own meat. Details will be in the next newsletter.

## 9. Bunning Sausage Sizzle

The Secretary gave a report on the sausage sizzle held at Bunnings last Saturday (21<sup>st</sup> October). We sold 550 sausages & onions, 32 cold drinks and returned a profit for the club of \$658.00. Selling started around 9:15AM and ceased at 2:15PM and required two trips to Wendouree Village to get extra supplies. It was a very worthwhile exercise for the club and we will endeavor to run 3 or 4 of these per year.

## 10. ARF Scale Comp

Glenn White gave a run down on the ARF comp held last Sunday (22<sup>nd</sup> October). We had twelve entries and commenced the comp running two flight lines. However the two flight lines caused some concern and with this in mind and seeing that we only had 12 entries the CD decided to run a single flight line from the second round onwards. The weather conditions were perfect and the field was in excellent condition, which contributed to very few accidents. (There were only two relatively minor incidents on landing). It was quite apparent by talking to the entrants that they enjoyed themselves immensely. Steven Green was the winner and he very kindly donated the OS FS120E back to the club. The canteen also returned a healthy profit for the club.

## 11. Glider Tug at Haddon

Murri Anstis reported on the glider tug event held at the Haddon club over the W/E of 15<sup>th</sup>/16<sup>th</sup> October. On the Sunday there were about 35 gliders entered. The catering was excellent and the Haddon club hopes that this will become an annual event.



## Xmas Raffle

The Xmas raffle is now up and running. Books of tickets are being distributed. Members that receive the newsletter by mail may find a book of tickets enclosed. As usual the raffle will be drawn at the Xmas Party, to be held this year on December 16<sup>th</sup>.



## Field Maintenance

**Mower** – Thanks to the members that have helped keep the grass down, your efforts have been much appreciated. Could we please ask that before you put the mower away after it has been used, give it a quick clean down particularly under the cutting deck. Also if you see that another member has been doing the mowing offer to do the cleaning after he's finished – remember the old adage, many hands make light work.

**Container Roof** – Murri is still looking for iron to cover the container. If you know of any please contact Murri.

**Fire Danger** – The field is drying out fast now so be wary of the potential fire danger from now on. Car exhausts, 12 volt batteries etc, etc.



## VMAA News

**Pensioner Classification** – Due to questions and concerns from a couple of clubs regarding the pensioner classification, the VMAA Executive had the option of:

1. Amending Statement of Rules so that it specifies persons over 65 years.
2. Fall into line with the MAAA and eliminate the pensioner category.

The Executive has agreed to accept option 1. The wording describing pensioner is to be clarified by government definition. This is to be finalized by May 2007. (*I thought pensioner in the VMAA context currently referred to members holding a full Medicare Entitlement Card. ed*)

**Equipment Hire** – The question of the VMAA purchasing equipment (eg. Frequency Scanners) and hiring out to clubs has been raised in the past and recently brought up again. The VMAA Executive has decided to drop this matter due to the difficulty in storing such equipment, who would be responsible for it, would there be trained people in clubs to use such equipment and how would it be transported. The Executive agreed that it would be of great benefit to clubs but the logistics required to manage such a program would be horrendous.



## New Models seen at field

On Thursday afternoon 19<sup>th</sup> October I (Roger) went out the field to test fly my Great Planes Shoestring before the ARF competition to be held the following Sunday. On

approaching the field I noticed that Len Astbury was also there, he was sprucing up the field in readiness for the ARF competition, so there was going to be a witness to the proceedings. Well we all know what test flights are like – the knees shake a little bit but we try not to let on. The engine had already been run and tuned at home so all the idle adjustments etc were OK. The Shoestring was fueled up and the Magnum 80 four stroke was started.



*Roger's new Great Planes ARF Shoestring. Len Astbury took this shot on Thursday 19<sup>th</sup> October after its maiden flight.*

I did a bit of taxiing and a high speed run along the strip to see how it handled on the ground then taxied back to the end of the runway. It exhibited a tendency to nose over like I expected so full up elevator was needed whilst taxiing slowly.



*Another shot of the Shoestring. The decals have since been added.*

The wind was predominantly from the west at about 10km/h. The throttle was opened slowly and the Shoestring tracked straight, I released the elevator and the tail came up then it eased gracefully into the air and climbed out on a shallow angle. It was obvious straight away that it was trimmed okay. Once it got some altitude and was flying straight and level all it needed was 1 click of right aileron trim to make it fly hands off. On this model I took particular care to get it balanced correctly before the test flight – it required some lead in the tail and left wing (due to side mounted engine).

The Shoestring was a small 1940's homebuilt racer. The Great Planes kit is marketed as 1/4 scale, so the full size must have been around 22ft wingspan – a little smaller than an Extra of today's era. Overall I thought the kit was very well manufactured, all the hardware and fittings were Great Planes brand. The construction method, fit & finish materials (balsa/Plywood), instruction manual were all to a very high standard. The fiberglass cowl and wheel spats are magic. In terms of the product presentation this would be one of the best ARF's I've seen and extremely good value for the price. Some minor changes were made to improve some features (if you like personalize the model). The aileron servos were laid flat and fully enclosed in the wing instead of protruding, fitted a 4 stroke motor instead of the recommended 2 stroke, modified the wheel spat attachments (extra plywood plate attached to outboard side of spat to locate on axle). Also the U/C mounting plate attachment was beefed up to better distribute the landing loads through the airframe.

The Shoestring was an impromptu purchase from Col Taylor Models at the Wagga Military Scale event held in April this year. I wanted something to use the Magnum 80 4 stroke engine removed from a Cessna Cardinal – it then became affectionately known as "Buyers Remorse" (certainly not any reflection on the kit)

On Sunday 29<sup>th</sup> October (the week after the ARF comp) Rick brought out two new models to the field. One a motorized electric glider and the other a trainer – I think Rick said the trainer was for Pam to learn on.



*Here is a shot of Rick's new electric powered glider and also the new trainer in the background.*

As you can see by the photo further on the electric powered job flew OK – don't recall if the trainer was flown, no doubt Rick will have it out at the field again shortly.

Rick's been coming up with new models just about every week lately. This time it's another electric powered model – looks like there's a bit of a trend emerging here. The model in question is a Phoenix Rainbow, the specs are as follows: Wingspan 63", length 43.3", weight 1700gr, motor AXI 2814/10 and Propeller 12 x 4.7.



Just managed to get a shot of Rick hand launching the electric glider on its maiden flight on 29<sup>th</sup> October.

Rick took the Rainbow out to the north/south runway to make sure take off was directly into wind considering that it is a very light model. The Rainbow ran straight down the strip and lifted gently into the air. From a spectators viewpoint everything looked normal and under control. After what seemed like about 5 minutes Rick brought it in for a smooth landing.



This shot of the Rainbow was taken moments before the very successful maiden flight.



### Crash Report

Stop Press! Glenn's been at it again with the CAP 232. He hasn't had much luck with this model. Last Sunday (November 19<sup>th</sup>) he flew the CAP for the first time after having engine trouble in the last round of the ARF comp. The carby on the Zenoah 23 was cleaned and all seemed OK. However several minutes after taking off the engine quit, fortunately while at fairly high altitude. Glenn prepared the CAP for a dead stick landing on the north/south runway but it soon became apparent that he wasn't going to make the runway. On trying to stretch the glide it pan caked from a few feet causing the starboard wing to break outboard of the centre spar brace. We were all a bit concerned on how little strength there was in the wing structure. With that deep cutout in the leading edge

the strength primarily came down to the 1/4 x 1/4 balsa spars. We have to acknowledge that this is one of the early ARF's and they have improved dramatically in recent years.



Commiserations Glenn! You can see how little wing skin area there is to supplement the balsa spars.

Not terribly upset, Glenn said he'd had his moneys worth out of it and if somebody wants it they can have it (the airframe that is) for \$10. Russell took him up on the deal and said he'll build a new wing.



### Tips & Tricks

I (Roger) bought my first synthesized Rx a couple of weeks ago (a JR RS770 PCM 7 channel) believing that this is the way to go by providing more flexibility with respect to frequency channel selection. A gripe to begin with, the Rx doesn't come with instructions so I had to experiment for a while pressing the frequency scan button to find the combination required to start the scanning process. I was in the garage and had the JR PCM 9X Tx switched on, not sure now if aerial was fully extended or not. For a while I couldn't get it to work then all of a sudden the LED on the Rx starts flashing and we're off. At this stage I didn't know what I'd done but it was working.

Took it out to the field the following Sunday after installing Rx in the old faithful Cherokee and on doing customary range check found it only had 5m range with Tx aerial down (always get 30m+ range with other JR Rx's) so time to investigate. Removed Rx and went through random button pressing again and it started to scan. Did range check again and now it's got 30m+. What's changed? Flew the Cherokee (there were several other models flying) and it all worked OK.

Graeme Allen had just bought a complete JR synthesized set which naturally comes with an instruction manual. On referring to the manual you have to hold the Rx button in for more than 2 seconds then press again quickly after release to start the frequency scan process. It also states that this should be done at home with Tx aerial fully extended and about 1m from Rx aerial.

I had some range check problems down at the Geelong Open day with this and another Rx so in an endeavor to

test my Tx/Rx's Graeme brought his new set around and we set his Tx on channel 630 and then 632 (my Tx is on 631) so only 10kHz spacing. With my Tx aerial down and about 5m from Rx aerial the 630 and 632 Tx could almost touch the Rx aerial before it interfered. The RS770 PCM Rx was better than the R700 FM. That is I could get further away before the other Tx interfered. In other words it seemed as though they would be quite safe to fly together. Certainly had more range than experienced down at Geelong. We suspect that there was a 'dirty' Tx about somewhere on that day. We then did the reverse to apply the test to Graeme's Tx/Rx and got similar range results on a 10kHz spacing. Doing a 20kHz spacing check certainly increased the range on both sets as you would expect.

Not sure where this is all going but certainly a lot of extra care and understanding is required where synthesized Tx's/Rx's are used particularly Tx's. It's mostly a matter of gaining confidence for those of us who have always used crystal frequency controlled sets.



**Events**

**Sausage Sizzle – 21<sup>st</sup> October**

On Saturday 21<sup>st</sup> October we held a sausage sizzle at Bunnings store Wendouree. As this was the first time we had tried this venue we were a little apprehensive of how we would go. Bunnings provided all of the equipment and I mean **all** of the equipment, all we had to take was the food. We also had to be there from 10:00am until 2:00pm.



*Graham Waterhouse, Peter Evans and Glenn White at the sausage sizzle held at Bunnings Wendouree. This shot was taken just after we knocked off for the day. Didn't get a chance to take a photo earlier on.*

The set up was great, undercover and out of the wind.

As mentioned we had no idea of the amount of sausages to take, I think we started off with 300 and 5kilos of onions. The first snags went on at 9.30am and for the next 4 hours we never stopped except for 10 minutes, when we ran out of everything and had to send Roger for more.

It was hectic to say the least but those of us that were there had a bit of fun, even though we were worn out I think we all enjoyed the experience.

I (Glenn) cooked 550 sausages and 8 kilos of onions, the club ended up with a profit of \$658.00. Not bad for 5 hours work.

A big thanks to all that helped on the day. Seeing as Bunnings was so successful we will try and make more bookings for next year.

**ARF Scale Competition – 22<sup>nd</sup> October (By Glenn)**

We have been well and truly overdue for good weather when we have an event, the Gods were smiling on us for the A.R.F day. The weather conditions were near perfect just a slight breeze blowing from the southeast.

The turn up was disappointing as there were only 12 models registered and four of them were from our club, I don't know what we can do to attract more pilots.

We started the day off with two flight lines as we were unsure of the time a round would take or if more entries would arrive.

Max was the contest director for the day, he kept us on our toes and things ran very smoothly (no delays between flights) so good in fact that we were able to have one flight line for the rest of the day, this made flying a little easier.



*Barrie Reaby from P&DARCS with his Stearman Bipe.*



*Angelo Favaloro also from P&DARCS with a Stuka. (I think it's the same as the one Rick has). Angelo said it was prepared just in time for the event and looks like is still in need of a Pilot?*

There were only two minor mishaps for the day a

Stearman flown by Barrie Reaby and a Stuka flown by Angelo Favoloro. Both came to grief on landing attempts, our field can be a bit difficult especially if you are flying there for the first time.

There was a good selection of models warbirds, civilian aerobatic and non-aerobatic.

A.R.F's have come a long way in the past few years and some of them are hard to pick that they are in fact ARF's.

It was nice to see 4 of our members competing namely: Peter Evans, Graeme Allen, Roger Carrigg and myself (Glenn White). We all had a good day and enjoyed the competition and the company.

The judges did a good job, the competition was very close and came down to a count back to find a 1<sup>st</sup> place.

Ken Thomas came up from Keilor, took lots of photos so keep your eyes open when looking through the model mags, I think he was roped in for a stint of judging.

We got through the first two rounds smartly and had a nice break for lunch. Marty Moran looked after the cooking and Pam the canteen, keeping us well fed. Rick was locked away in the shed with his laptop adding up the scores.



Rick looks too happy here doing the scores – we'll have to find a harder job for him next year. Not sure what he's on but as Rex Hunt would say, I'll take ½ a kilo.



The four models from B.R.M.F.C. Graeme A's Super Cub is in the foreground, then Roger's Shoestring, Glenn's CAP 232 and Peter E's Tucano.

The final round was flown, by mid afternoon the scores were posted see below.

It was no surprise to see Steven Green in the number one position. He flew his comet magnificently as usual.

Graeme (aka A1) made the presentations. We had some great prizes again donated by Rojs Hobbies.



Graeme and Max handing the first prize award to Steve Green. Steve very kindly donated the engine back to the club! See photo of Steve's DH Comet inset.

First Prize - O.S. 120 F/S to Steven Green (Steven generously donated motor back to the club).

Second Prize - Heavy duty electric starter went to Roger. (Roger didn't generously donate starter back to club). Asshole! – I've kept it for Glenn to use.

The final results were as follows:

<b>Sportsman</b>	<b>R 1</b>	<b>R 2</b>	<b>R 3</b>	<b>Total</b>	<b>Place</b>
Stephen Green	432	443	446	444.2	1
Roger Carrigg	429	410	458	443.5	2
Andrew Duddington	415	440	383	427.3	3
Glenn White	370	444	383	413.5	4
Peter Evans	376	421	403	412.2	5
Graeme Allen	376	321	354	365.3	6
Jim Gaela	368	337	363	365.3	7
Michael Del Bonifro	252	293	435	364.0	8
Michael Galea	344	200	378	361.0	9
Ray Jackson	348	309	327	337.7	10
Barrie Reaby	264	274	0	268.8	11
Angelo Fayaloro	244	0	0	122.0	12

The club must thank **Rojs Hobbies** for their on going support of this event and encourage you to visit <http://www.rojshobbies.com/home.html> for your modelling needs.

We must thank all the judges and other members who gave up their time to make it such a successful day.

**Some thoughts on Judging – by Gordon Hicks**

To many of us who have never done it before, Judging is something that just happens at a competition. Whether the judging seems to be good or bad can very much depend on

the mood of the spectator or participant. I had never really looked past the event when I had considered the judges in the past. Not a likely situation to be repeated after our ARF scale day where I helped judge.

To many of us judging starts and ends out at the field on the day, I very quickly learnt that what you see out the field can be less than half the commitment that a Judge may put in for an event. To some, judging calls on many weeks, months, and in some cases years of dedication and knowledge seeking. Not only are the judges expected to know what each maneuver is called and consists of. The judge must also be expected to be well educated in each type of aircraft so that a score on "realism" can be given e.g. you can't fly a DC 3 or Wright Flyer in the same maneuvers as an Extra or Edge. Whilst the owner may have had the luxury of scouring the Internet or a Library for info, the Judge is very much left to his or her own knowledge – which in my case is certainly most limited. A good judge must have a very good understanding of general aviation and judge exactly the same for each model for the entire round.



*The judges holding up some good scores by the looks! Where's judge dread?*

Any judge who is remotely human will admit that from time to time we will find out that what we may of judged to be correct one minute can indeed be incorrect the next. The dilemma for the judge can be, for the sake of uniformity, that judge must continue to judge to a certain rule until the end of the round. An example is when two flight lines are present at the start of an event and for the sake of safety the aircraft must perform their maneuvers up-wind. After half the aircraft have been judged a safety concern is acted on and the flight lines are reduced to one. It would not be fair to allow down wind maneuvers to proceed until the next round. Anyone who does one would have to be marked down.

No one has ever been silly enough to say to me that judging is easy, however I do believe that until you have been thrown into the position you can never really appreciate the stress undertaken by the "Chosen Few"

Another common difficulty arises when judging your peers. Whilst animosity is foremost whilst judging, many of us need to be very careful not to be over or under critical of the flight. Too often you can find yourself

saying that you have seen the pilot fly better than that on other occasions or that you're aware of that model being an absolute cow to get to do a maneuver and when it does it you tend to "over reward" it.

Another BIG tendency is to sneak a peak at other judges' scores and adjust yours after. This defeats the purpose of having more than one judge. The reason for having more than one judge is to get more than one "judgment" on anything that isn't black and white. Sometimes the individual scores can vary widely simply because of the different angle that a judge sits at to the flight line or, less commonly, a different interpretation of the rules.

In my opinion we have a very good set of rules for most disciplines of flight owing largely to the efforts of judges and flyers in previous years. If you disagree with me here I urge you to sit at a dog or horse show for more than 10 minutes. Talk to those both participating and spectating. You'll never complain about another model flying judge...ever!

Whilst I might be reiterating a lot of common knowledge here I have taken this opportunity to bring a very quiet subject out into the general view with the hope that when we next compete or spectate we can better understand the role judges play and appreciate the work done by these sometimes unpopular and forgotten, but very necessary and valuable people.

**Geelong Open Day – 5<sup>th</sup> November**

The Geelong club held their open day on Sunday 5<sup>th</sup> November at the Mannerim field. Graham & June Waterhouse, Graeme Allen and Roger Carrigg represented our club as we have a good reciprocal arrangement will Geelong.



*Our club was represented by Graeme Allen, June & Graeme Waterhouse and Roger Carrigg (holding camera). The north/south runway is on the RHS of the barrier.*

We arrived at around 10:00AM to find quite a large number of models already setup. After the usual pilot entry business we assembled our models and had some uneventful and enjoyable flights for the day. The wind was fairly brisk from the south but still quite pleasant to fly. We didn't think the crowd turn up was as large as it should be for a city the size of Geelong. I guess more advertising is needed but unfortunately it is very expensive and you

don't get much for free these days. We have the same problem here in Ballarat.



The three 1/3 scale models in the foreground were built by Mark Clarke (he's been to our field).

The Geelong club kept models in the air all day and as usual they ran two or three streamer cutting events to keep the crowd enthralled. The crowd was not disappointed when a mid air collision occurred. Mid airs are odds on during streamer cutting.



Former BRMFC member Geoff Sinbeck is seen here doing some pre-flight preparations to his Boeing 727 Airliner.

We always enjoy the hospitality of the Geelong club and look forward to seeing them when we hold our next display.



Coming Events

Hamilton Fun Fly and Swap Meet – November 25<sup>th</sup>/26<sup>th</sup>
If you intend to go to the Hamilton Fun Fly & Swap meet this year you should be getting your accommodation booked. Most of us stay at the Hamilton Lakeside Motel. (Ph. 5572-3757)

Don't forget there is also a large buy and sell tent where you can get rid of your pre-loved treasurers and buy somebody else's heartaches.

The Hamilton club has an excellent field with two huge runways. They are a very friendly club and welcome all modelers to participate in their event. It is always well catered for at very reasonable prices.

Xmas Breakup Party – Saturday December 16<sup>th</sup>

We can confirm the booking at the Blackhill Hotel on Saturday 16<sup>th</sup> December to hold our Xmas Party. This will be a two course meal (seasonal roast plus sweets) for \$20 per head. A booking for 30 people was made after discussion at the August meeting indicated that this would be a suitable venue. PLEASE LET GLENN KNOW IF YOU ARE GOING! (He can be contacted on 5330-1653, 0412 641 188 or [gwhite@netconnect.com.au](mailto:gwhite@netconnect.com.au))

Avalon Airshow – Sunday March 25<sup>th</sup> 2007

Gordon has been chasing up some quotes on bus hire to take club members to the airshow. We're looking at a self drive 22-25 seat mini bus. Probably have more on this at the next meeting. We would like a \$5 seat deposit by the December 16<sup>th</sup> (Xmas Party evening) so that preliminary numbers can be established. The whole idea is to make sure we get the right size bus for our needs. The club is not out to make a profit but we don't want to be out of pocket either.



Event Calendar

- Nov 25<sup>th</sup>/26<sup>th</sup> Hamilton Display and Swap meet.
Dec 16<sup>th</sup> Xmas Breakup Party – Blackhill Pub.
Dec 28<sup>th</sup> 2006 to Jan 6<sup>th</sup> 2007 60<sup>th</sup> MAAA Nationals – Albury.
Mar 23<sup>rd</sup>-25<sup>th</sup> 2007 Avalon Airshow.
Apr 1<sup>st</sup> 2007 BRMFC Annual Display – Yendon
That's all for now. Good flying.
G.W & R.C.

Items For Sale



1/4 Scale Ercoupe 415C, 80" Wingspan, complete with Robart scale landing gear and full cockpit detail. Suit 91-120 four stroke engine. Includes service manual and parts catalogue for the full size aircraft. (suit Wagga) \$500

Great Planes ARF P51 "Big Beautiful Doll" \$350

Contact: Mike Faulkner on (03) 5338-7323