



## NEWSLETTER – October, 2014

### Committee 2014/2015

<i>President:</i>	Graeme Allen	(0418 534 983)
<i>Vice President:</i>	Max Rowan	(0409 011 160)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)
<i>Secretary:</i>	Jeff Dowsley	(0427 565 791)
<i>Ordinary member 1:</i>	Peter Evans	(0438 643 949)
<i>Ordinary member 2:</i>	Murri Anstis	(0413 353 739)

### Officers

<i>Returning Officer:</i>	(The Secretary)
<i>Public Officer:</i>	(The Secretary)
<i>Publicity Officer:</i>	Graeme Allen (0418 534 983)
<i>Safety Officers:</i>	Mat Werner (0450 483 838) Nick Katsikaros (0438 559 985)
<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
<i>Field Maintenance:</i>	Murri Anstis (0413 353 739)

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Note the meeting location.

The next general meeting is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday October 22<sup>nd</sup> 2014** 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.**

### Agenda Items for the next meeting

1. Bunnings Sausage Sizzle
2. Field Maintenance
3. Xmas Function
4. Motion to amalgamate GPMFC
5. Any further general business items
6. Agenda for next meeting and Location of next meeting

### 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.*

#### 3. Business arising from the previous meeting

##### a) BRMFC Relocation

Max Rowan reported that the lease agreement with Rohan Holkamp (Dynamic Flight Park Pty Ltd), after some editing, has finally been signed.

Max Rowan outlined how the re-location will be managed. A hole will be filled in with a smudger, courtesy Rohan Holkamp, and the new container will be delivered next Saturday week (4th October), the toilet and the canteen are scheduled to be moved as well.

The footings for the toilet will need to be constructed ready for the move of the toilet, probably this Saturday (M Anstis). Some discussion on the layout of the canteen and the containers ensued. R Carrigg will produce an amended drawing.

Max Rowan proposed dismantling the shed and after cleaning out the old container, store the shed in the container, then relocate the container to Trawalla. Sleepers (14 x 2.4M) and cement will need to be purchased to act as temporary footings for the container.

BRMFC still has an account at Mitre 10 (G. Gay & Co). G Allen will purchase and transport sleepers and cement to Trawalla this Sunday.

As many members who are able to assist are requested to help this Saturday/Sunday.

A clean out of the canteen and container this weekend will be required.

Nigel Newby reported that the Trustees are meeting tonight and will be considering our request for access, etc., and has asked The VMAA secretary (Norm Thomson) as to what is required as far as the VMAA is concerned. A Consumer Affairs form to request the amalgamation of the two associations is must be lodged, along with the payment of a fee.

Some discussion of the Safety Rules required for Burrumbeet and on the size of IC engines and hence noise level limit ensued. Probable a 46 size engine maximum will need to be set.

#### 7. General Business

##### 1) Bunnings Sausage Sizzle October 5

R Carrigg noted that the event is on a Sunday, and Bunnings is happy for the Club to mount a display of models in the parking bay next to the gazebo. Supplies are in hand, and utensils have been collected.

Rosters have been prepared, but are still in a state of flux.

Noted that an extra Club member will be required to manage the model display.

**II) Field Maintenance.**

(1) Most of the work involved in dismantling the fences, etc., has been completed, and a Porta-Loo has been installed while the all-electric loo has been decommissioned ready for transport to Trawalla;

(1) M Anstis noted that the ramp access to and from the container is somewhat chancy;

(2) That the battery on the Toro mower has been replaced.

**II)**

**8 Other Business**

**a. Xmas Function**

G Allen will check the Brewery Tap availability, and P Evans will check out "Da Uday" which is the Indian restaurant near Sovereign Hill.

**9 Agenda Items for next meeting**

As per September Agenda.

**Meeting location**

The next meeting will again be held at *Field Air, Ballarat Airport, 22<sup>nd</sup> October 2014.*

**Meeting Closed 9:01PM**



**VMAA/MAAA News**

The MAAA Inc. 68<sup>th</sup> National Aircraft Championships are to be held in Southeast Queensland – Brisbane from April 9<sup>th</sup> to 19<sup>th</sup> 2015.

See the program of events on page 10.



**BRMFC and Golden Plains**

BRMFC has absorbed the assets and liabilities of the now defunct Golden Plains Model Flying Club. The few remaining members who made up the core of GPMFC have or we anticipate will join BRMFC.

*Stop Press 14<sup>th</sup> October. Email from Secretary.*

We are required to formally adopt a "special resolution" to enable the merger with GPMFC to proceed.

Therefore, I (Sec.) propose the following motion for consideration at the October Special General Meeting:

*"That the BRMFC, Inc. and the GPMFC amalgamate, with the assets of the GPMFC incorporated into the BRMFC, and that the new body shall continue to operate as the BRMFC, Inc."*

Our secretary in conjunction with the GPMFC secretary (Nigel Newby) are completing the paperwork required by Consumer Affairs Victoria.

This means that BRMFC now has two flying fields – the former GPMFC field inside the Burrumbeet Racecourse and our new field being developed at Trawalla (see further on).

The ride-on mower owned by GPMFC is naturally being retained to keep the field mown. The mower has its own trailer for transport to and from the field and is currently being stored by Nigel Newby. Prior to the amalgamation, GPMFC mentioned the possibility of "garaging" it on its trailer at the Burrumbeet Caravan Park next door. I'm not sure if that is being pursued further.

I've included a few photos here to show the layout of the field for those who have not been there.



Satellite image which shows the runway inside the race track. Shores of Lake Burrumbeet can be seen on the left (west) and Burrumbeet Caravan Park to the north. The racecourse encloses quite a large area. It is 460m across in the E/W direction and 500m N/S. A similar size to the paddock we occupied at Yendon.



The mown grass runway is 80m x 20m and has a NNE direction as indicated by the satellite image above.



Photo is looking west and shows the pit area and race track facilities. We do have access to toilets and tea rooms etc.



Another shot facing NE with the pits in the foreground and runway behind.

The previous charter of GPMFC is being retained at the Burrumbeet site. That means it caters for both fixed & rotary wing aircraft. Due to the proximity of the adjoining caravan park, the flying/safety rules which are currently under review will place a restriction on IC engine size. Probably 46 two stroke and 60 four stroke or thereabouts.

The GPMFC has had an agreement for a number of years with the racecourse committee of management which comes under the City of Ballarat council to use the site for flying radio control model aircraft. This is to be formally continued on under BRMFC. To be good "neighbours", all flying is to be within the boundaries of the racecourse.

Our Safety rules are now being reviewed which will have a common section and an appendix for each field catering for the local conditions.



### The Move to Trawalla

As of 24<sup>th</sup> September our move from Yendon to Trawalla became official. That is the day our lease agreement was signed with Dynamic Flight Park.

To get things moving, Max organized a working bee for Saturday 4<sup>th</sup> October where we managed to layout and setup the basics of our new home.



The new BRMFC flying field is located on Dynamic Flight Park property. Access to the site is off Church (Nerring-Trawalla) Road near the big shed shown in the image.



Clearing the site for facilities and car park. The grass in this section of the block next to Church Road was not slashed on a regular basis like the rest of the paddock.

The working bee kicked off around 8AM with slashing, mowing and raking up grass to clear the site where the kitchen and new container were to be sited. The kitchen was being picked by a tilt tray truck at Yendon and was expected by mid-morning. This was to be followed by the container then the toilet shortly after midday.

Murri Anstis had set the concrete stumps in the ground a week or so beforehand. Murri was at the Yendon site supervising the kitchen removal by tilt tray truck and then later the toilet on another truck with a swinging crane.



*The removed tree was cut up and stacked for firewood. The tree was about where the mowers can be seen in the background. I think we had three ride-on mowers working and also had the use of the Dynamic Flight tractor and slasher to knock down the long thick clumpy grass.*

Using the plans we had drawn up over Google satellite images we measured and laid out the north/south and east/west runways. These were to be 100mx15m each but the n/s was extended at the south end a lot more than necessary due to the exuberance of those on the mowers. We will scale back the north/south a bit and leave a grass buffer where it meets a shallow drainage channel. The channel is smooth and slopes gently so is not a danger to models at run off speeds. If we don't there will be too much to mow.



*Trawalla jack in place. Noel with spirit level in hand was levelling the kitchen. The block is reasonably flat underneath sloping towards the door end.*

After some discussion we settled on where the kitchen and container would be sited. That turned out to be a container length to the north/west to keep our facilities further back so we weren't beyond the big tree. The kitchen is aligned on a 45° angle so it faces south/east basically looking at the intersection of the main runways. (At Yendon it faced due south.)



No sooner had we finalized the location for the kitchen when it arrived. The driver backed the truck into position and raised the tilt tray. As the back came down we positioned a treated pine sleeper at the end and progressively put more in place as the truck moved forward allowing the kitchen to slide off. In a matter of a few minutes it was in place ready for us to level it using a Trawalla jack and packers. By about 10AM it was all done. Glenn hooked up the gas bottle to the stove – then we could have morning tea which everyone was looking forward to.

After delivering the kitchen, the truck driver went to pick up the 'new' container from Smythesdale/Snake Valley area. He was soon back with the container and it was unloaded and positioned at the northern end of the kitchen. After further discussion we decided it wasn't in the best location so it is to be shifted slightly when the old container from Yendon arrives on Wednesday 22<sup>nd</sup> October.



*Martin Tuddenham's Kobelco digger was an invaluable asset during the day. Knocking down and digging out the tree marked for removal, hole for the composting toilet unit, dragging the old car away from under the big tree, it was going all day. Murri had set the concrete stumps in the ground a week or so prior to the working bee.*

The next major item was the siting of the toilet on the stumps that Murri had set in the ground a week or so ago. Murri was still at Yendon supervising hoisting the toilet off the stumps onto a tray truck operated by Bruce Wiseman

(He has a machinery hire business at Yendon and we've used him before).

Martin Tuddenham was digging out the hole to house the composting unit before it arrived. A few minutes after midday the truck arrived and so had the moment of truth – would it fit. I think Murri was quietly keeping his fingers crossed. The toilet building was hoisted off the truck and down on to its new foundations. With a little bit of jiggling it settled on the stumps and was then secured to the brackets attached to the precast rods.



*The moment of truth. Will it fit the foundations???*

Once that was done, the 500L tank and stand were fitted to the side of the toilet. Concrete footings were then dug and poured under the pads of the tank stand.



*And a break for BBQ lunch didn't go astray. By this time the 'new' container had also been delivered.*



*It did fit the foundations. Attaching the tank stand for the 500L tank. Graeme used his Kubota to hold it in place while the retaining bolts were attached. Concrete footings were then dugout and poured under the tank stand posts.*

We must give Max and Murri a big thankyou for all the work they have put into the move from Yendon to Trawalla. None of this just happens without a lot of effort and in most cases by a few. There was a good rollup of members at the working bee, but it is also all the work that goes on behind the scenes organizing everything that takes a lot of time and effort.

The following Saturday (11<sup>th</sup> October) another smaller working bee was held to layout the flight lines and pit areas. Whilst doing this several members managed to get a few flights in as well. It was my first opportunity to have a fly and I must say the flying conditions are exceptionally good. We flew again the following week on Sunday (19<sup>th</sup>) with a moderate north wind; a day when you would not have bothered at Yendon due to the turbulence off the plantation. I had three flights with my Shoestring and found the air extremely smooth.



*Saturday October 11<sup>th</sup> – a few of us managed to get a few flights in at the new field. It takes a bit of getting accustomed to the layout, but as you can see it is open and no turbulence inducing objects.*

Nothing is ever perfect and there are always compromises that need to be made. The two drawbacks to this field are the distance from Ballarat and the effect on members

living on the other side of town, and how well we can operate in a shared environment. No doubt only time will tell. So far it is looking good.



### Dismantling at Yendon

Last Saturday (18<sup>th</sup> October) another working bee was held; this time at Yendon to dismantle the shed and store it in the container for transport to Trawalla. A few weeks ago the cladding & frame components were marked to assist in re-assembly.

As well as dismantling the shed, other major items such as the water tank & stand, the treated pine table/seats, 200L drum of methanol, generator and BBQ's were loaded onto the Field Air truck Peter Evans borrowed from work. In cleaning out the shed & container it became an opportunity for a bit of a clean out so we finished up with a pile of scrap (metal and concrete) for recycling and another pile ready for the tip.



*The shed came down quite easily in the reverse order of the original assembly. Fortunately we still have the assembly instructions and building permit info to assist with erection at Trawalla.*

It was sad to see the shed pulled down after having been there for 13 years – it was a place of congregation on a Sunday morning in between flights or if the weather was bad and no flying taking place. We all remember standing around the wood heater on a cold winter's day thawing out after flying with a coffee and enjoying the cookies Doug always brought out.



*The shed was disassembled and all the parts packed up and loaded into the container. The particle board flooring which is quite heavy was spread out evenly over container floor.*

The field was given one last mow so it can still be used up until the November 30<sup>th</sup> deadline. Without the container which is to be transported on Wednesday October 22<sup>nd</sup> a mower can't be kept at the field so it will gradually become unusable as the weeks slip by.



*The flooring, a tongue & groove Laminex weatherproof particle board product was laid over crushed rock and packing sand with a black plastic membrane to keep the moisture out. It certainly has lasted and the intention is to reuse it at Trawalla.*



*Loading up the Field Air truck with major heavy items for transport to Trawalla. The runways have also been given one last mow.*



*Once the container goes it is just the matting & shed footings to be removed.*

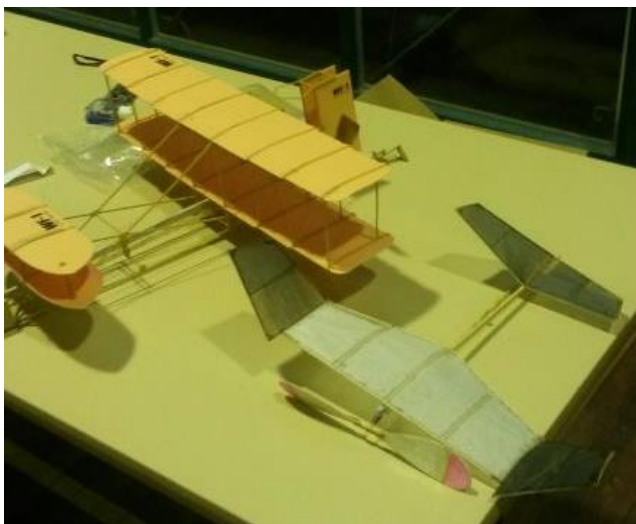


### Indoor Model Flying

The indoor flying at the Haddon Community Hall is taking a break until May next year. The final night this year is on Wednesday October 22<sup>nd</sup>. The fortnightly event run by the Ballarat Aero Modellers has had regular support from several of our members namely Murri Anstis, Peter Evans, Len Astbury, Mat & Cato Werner. Murri sent me a couple of photos from the last event held earlier this month.



Kevin Howard's electric powered 'Kingrat' is quite large with around 1m wingspan.



Murri's twin rubber powered Wright Flyer (left) has a wingspan of 500mm. The other model is a Zephyr and also rubber powered.



### Tips & Tricks

Has anyone got anything for tips & tricks? Most of us have experiences (pleasant and not so pleasant) that can be passed on to others.



### Events

#### Sausage Sizzle Bunnings Ballarat – October 5<sup>th</sup>



We held our ninth sausage sizzle at Bunnings Ballarat on Sunday October 5<sup>th</sup> and like the last event, it was amidst near perfect conditions. The temperature reached a mild 16 degrees with a light southerly breeze. The wind direction makes a difference; from the south is the best because it carries the fat from the BBQ away from those in the gazebo and the smell of onions wafts into the store which is good for sales.

The previous event was our best ever with this one coming in at number three, but not far behind money wise. We made \$1738 profit which is only \$110 shy of our record. Not a bad effort for a day's work.

As to be expected it was a bit quiet at the start being the first day of daylight saving but business quickly picked up by mid-morning and it really didn't let up all day.



The picture taken at 10:18AM with business still a little slow no doubt due to commencement of daylight saving. L to R. Wayne, Max, Tahlia (Graeme's granddaughter), Graeme and Glenn busy on the BBQ.

In all we sold 1006 snags and 140 drinks (@ \$2 & \$1.50 each respectively) and to do that we were flat out particularly between 10:30AM and 2PM. We started with 800 snags from the wholesalers and had to make two more purchases of 100+ at a time from the local supermarkets to meet the demand. This time we ran out of snags just before 4:30PM and it wasn't worth the effort to get more so we started to clean and pack up. That would account for a few less sales than last time when we were able to continue until 5PM before running out.

Prior to the event the Bunning event coordinator asked if we would put on a display of models. He said they could block off a few car parks adjacent to the gazebo excluding the two disabled spots. On arrival the members who brought models were not prepared to put their models so far out of view and behind cars. The Bunnings coordinator

was told this and he came back a short while later and said they would block off the spot next to the gazebo. We set up about four models which attracted plenty of interest.



We had a few models on display until mid to late morning. Following a complaint about occupying a disabled park we had to pack it up.

Around 11-11:30AM we noticed a driver pulling into the disabled spot next to the display and seemed to be having some difficulty getting in past the bollard. Shortly after that the Bunnings rep came out and said there had been a complaint about the disabled spot being used and we would have to pack up the display. He was probably more disappointed than us; hopefully next time better arrangements for a display can be made. Interestingly though, I kept an eye on the two disabled spots for the rest of the day and it was quite obvious most people using them were not 'disabled'. They have a sticker most likely for a family member but should only use a disabled spot if that person is on board.



The busy midday shift. Peter Evans was cook no. 2. Doug Wallis serving, Peter Hexter loading the hot plate with snags, Richard Turner taking the money. We were a well-oiled machine. The secret is to serve quickly because people won't wait if the queue gets long, then you lose business.

The three shifts system seems to function quite well, however to distribute the workload more fairly, the midday shift will be cut back to 2PM instead of 2:30PM.

Those on the morning shift aren't as busy as the midday crew but they have to get there early and set things up. The last shift once again is not as busy as midday but they have to clean up which is a job in itself, however it still warrants the extra half hour from the midday shift. Bunnings staff check that the facilities are left clean and go over it fairly closely, sometimes asking for a bit more 'elbow grease' here and there.



The afternoon shift. Jeff Dowsley was cook and was assisted by Shane Donovan Murri Anstis & Graham Waterhouse. Several shift 2 helpers stayed on.

Events such as this are great fund raisers and also a venue to promote our club and hobby. There are always people who are interested in what we do and it's a way of introducing ourselves.

I (Roger & Event Coordinator) would like to take this opportunity to thank all those who were able to help out on the day and in turn contributed to the excellent result. An application has been submitted to Bunnings for another event along with the sales/profit information they request. The demand from community groups for these sausage sizzle fund raisers is so high that it will be another year before the next one. We will most likely be in the July to December 2015 draw.

PS. Some might wonder, if the club can make all this money why don't we reduce the subs. Remember we are now faced with the cost of setting up a new field which is a substantial draw on club funds. Where would we be if we didn't have some cash reserves at a time like this? The subs simply cover the cost of running the club; what we make on these fundraisers goes into our nest egg. Past tallies of what we've made from raffles, flying displays & fundraisers etc. such as this closely matches our investment portfolio.



### Coming Events

#### Ararat MOSSKOSH Fun Fly – 1<sup>st</sup>/2<sup>nd</sup> November

The Ararat club is holding their annual Fun Fly over the weekend of November 1<sup>st</sup>/2<sup>nd</sup> which is only two weeks



away now. With the passing of long time and devoted member Moss Heard earlier this year they have named the event in his honour.

**THE RETURN OF THE ANNUAL MOSSKOSH FUNFLY**  
 1st and 2nd of November 2014  
**THE MOSS HEARD MEMORIAL FLY-IN**  
 HOSTED BY THE ARARAT AND DISTRICT AEROMODELLERS CLUB

It's the Melbourne cup weekend so don't hesitate to stay until the 4th.

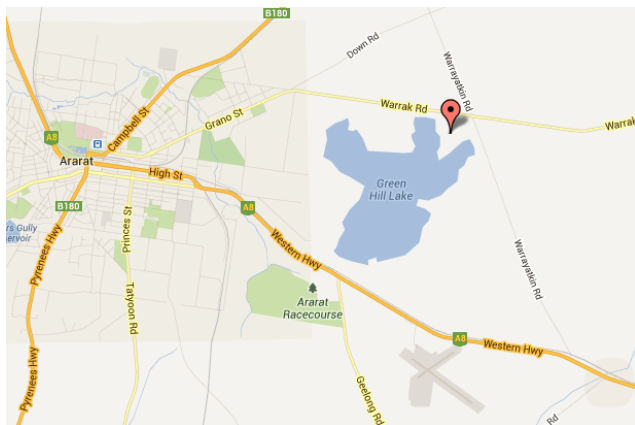
**ON SITE FACILITIES:**  
 - CAMPING  
 - TOILETS  
 - NEARBY SHOWER  
 - CLUB ROOM  
 - UNDERCOVER AREA  
 300M+ GRASS RUNWAY

**SWAP MEET  
 CATERED LUNCH  
 NIGHT FLYING**

**MAAA PILOTS ONLY** CONTACT DAVID LOVELL FOR MORE INFORMATION: (03) 5352 2805

**LOCATED AT  
 228 WARRAK RD,  
 ARARAT**

A few BRMFC members made the easy drive up the Western Highway last year and had an enjoyable days flying. This time we will go sailing past our field which will seem odd to say the least. From memory Mat went for the weekend whilst several others attended on one day only making it Saturday to take advantage of the better weather forecast.



The field address is Warrak Rd, about 3km east of Ararat.

Once again the Ararat Club supported our annual display early this year so let's reciprocate and show up in force. Most of us will go for one day only. I guess we should watch the weather and go on the best day.

They have an excellent field and are a very sociable bunch which makes for a fun time.

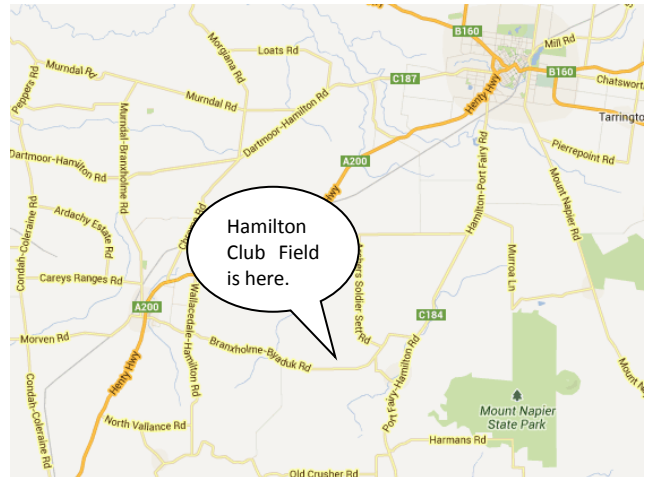
**Hamilton Swap Meet – 29<sup>th</sup>/30<sup>th</sup> November**

Don't forget the Hamilton Fly-In & Swap Meet which is the last full weekend in November (ie. Sat/Sun in Nov). BRMFC members have been making the journey to Hamilton for many years now where we make it a weekend away. Fortunately for us it is not that far to travel.

Several have already made a booking at the Hamilton Lakeside Motel – in fact the bookings were made last year when checking out.

I've included a map showing the field location having noticed that the location pointer on the VMAA web site

Google Map is out by about 20km to the south west. However the written address is correct in the fly out.



The Hamilton Club field is on the north side of the Bransholme – Byaduk Road where identified above, 21km from Hamilton city centre.

They traditionally get visitors from all over the state and South Australia as well. Many camp on site rather than staying in town particularly appealing to those with caravans etc.

As the name of the event implies they run a very popular swap tent (it's a shed actually). It's a good place to sell that unwanted treasure or pick up a bargain.



**For Sale**

Murri Anstis has the following modelling items to sell.

- OS95AX 2 stroke engine NEW IN BOX **\$250**
- OS 120FS Surpass III with pump. Comes with valve adjusting kit & extra fine/course needle valve. GP split mount included. NEW IN BOX. **\$325**

If interested please contact Murri Anstis on 0413 353 739 or [murrig@bigpond.com](mailto:murrig@bigpond.com)



**Event Calendar**

- October 5<sup>th</sup> (Sun)** BRMFC Sausage sizzle – Bunnings Ballarat
- October 8<sup>th</sup> Indoor flying – Haddon Community Hall
- October 11<sup>th</sup> (Sat) Sunbury Auction – MACS
- October 12<sup>th</sup> (Sun) VFSAA Scale comp. Bacchus Marsh – BMMAA
- October 22<sup>nd</sup>** BRMFC Meeting – Field Air
- October 22<sup>nd</sup> Indoor flying – Haddon Community Hall
- October 26<sup>th</sup> (Sun) Scanner Racing at Bacchus Marsh – BMMAA
- Nov 1<sup>st</sup>/2<sup>nd</sup> Annual Fun Fly and Swap Meet – Ararat
- Nov 8<sup>th</sup>/9<sup>th</sup> VMAA Scale State Championships – P&DARCS
- November 26<sup>th</sup>** BRMFC Meeting – Field Air
- Nov 29<sup>th</sup>/30<sup>th</sup> Annual Fly-In and Swap Meet – Hamilton
- March 29<sup>th</sup> 2015** BRMFC Annual Open Day – Cancelled
- Apr 9<sup>th</sup>-19<sup>th</sup> 2015 MAAA 68<sup>th</sup> Nationals – Brisbane

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

**Time for some Frivolity – the sealed section**

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

A doctor was addressing a large audience in Oxford.

"The material we put into our stomachs should have killed most of us sitting here years ago. Red meat is full of steroids and dye. Soft drinks corrode your stomach lining. Chinese food is loaded with MSG. High transfat diets can be disastrous, and none of us realize the long-term harm caused by the germs in our drinking water.

But there is one thing that is the most dangerous of all, and most of us have, or will, eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?"

After several seconds of quiet, a 70-year-old man in the front row raised his hand and said softly: "Wedding Cake?"

# I ALWAYS GIVE 100% AT WORK


13% Monday

22% Tuesday


26% Wednesday

35% Thursday

4% Friday



**68<sup>th</sup> Nationals Program of Events**

												
<b>68<sup>th</sup> NATIONALS PROGRAM OF EVENTS</b> FINAL SEPT 23rd 2014												
DATE APRIL	SLEEMANS STADIUM	SOCIAL EVENTS	C/L LARCS GRASS FIELD	C/L LARCS H/SURFACE FIELD	RADIO SMF FIELD	RADIO T/MAC FIELD	RADIO GLIDER FIELD (RSSF)	RADIO LARCS HELI FIELD	RADIO LARCS F/W FIELD	RADIO GRATTON FIELD (CRAMS)	FREE FLIGHT DALBY FIELD	DATE MAY
SAT 11th	CLOSED	NIL	REGISTRATION AT THIS FIELD	REGISTRATION AT THIS FIELD	REGO-PROCESSING MODELS AT THIS FIELD	REGISTRATION AT THIS FIELD	REGISTRATION AT THIS FIELD	REGISTRATION AT THIS FIELD	REGISTRATION AT THIS FIELD	FIELD OPEN TO FLYING	REGO AT FIELD F1C. OPEN RUBBER	MON 18th
SUN 12th	CLOSED	7PM WELCOME. FREE BBQ AT FIELDS	F2B T/TRIAL ADV & EXP RD 1 CLASSIC B	F2C T/TRIAL T/RACE RD1,2&3 - F2F	QUICKIE 500 F3RA	LARGE SCALE FLYING ONLY	F3B GLIDER RD1	HELICOPTER F3C ADVANCE. NOVICE	MASTERS, F3A, EXPERT, ADVANCED, SPORTSMAN	REGO AND PROCESSING MODELS AT THIS FIELD	F1A. OPEN POWER	TUE 19th
MON 13th	5PM TO 9PM INDOOR HLG (F1N). INDOOR CLG. F1D. F1L R/C FLYING AFTER EVENTS IF TIME	F/F INDOOR AT STADIUM	F2B T/TRIAL ADV & EXP RD 2 VINTAGE A BENDIX35	F2C T/TRIAL TEAM RACE SEMI & FINAL, CLASS 2 TEAM RACE	FA1 F5D	LARGE SCALE FLYING ONLY. F4C STATIC JUDGING AT FIELD	F3B GLIDER RD2 OPEN THERMAL RD 1	HELICOPTER F3C ADVANCE. NOVICE	MASTERS, F3A, EXPERT, ADVANCED, SPORTSMAN	1/2A TEXACO STANDARD DURATION	F1G. OZ DIESEL DAY SCRAMBLE	WED 20th
TUE 14th	5PM - 9PM R/C FLYING SOCIAL EVENT	R/C FLYING AT STADIUM	F2B T/TRIAL ADV & EXP - RD3 VINTAGE STUNT STATIC	OPEN RAT RACE 2.5 RAT RACE CLASSIC FAI	F400 F3T	F4C FLYING, SPORT SCALE FLYING ONLY	F3K R/C HLG. OPEN THERMAL RD2	HELICOPTER F3C ADVANCE. NOVICE	MASTERS, F3A, EXPERT, ADVANCED, SPORTSMAN	DURATION 38 ANTIQUE	F1B	THU 21st
WED 15th	NIL	DINNER GET TOGETHER	F2B T/TRIAL ADV & EXP - RD4 F2D T/TRIAL COMBAT	COMBINED SPEED AND JET.	MAKE UP DAY OR OPEN FLYING	F4C. SCALE FLYING ONLY	F3K R/C HLG. L.E.G GLIDER	MAKE UP DAY	MAKE UP DAY	TEXACO 2CC	P3B. HLG. CLG. F1J. NIGHT SCRAMBLE	FRI 22nd
THUR 16th	6PM - 9PM SELL, SWAP, BUY SOCIAL EVENT	SELL, SWAP, BUY AT STADIUM	1/2A COMBAT JUNIOR COMBAT	F2A T/TRIAL SPEED	LARGE SCALE AERO BASIC, SPORTSMAN	MAKE UP DAY	F5J Electric Glider, L.E.G GLIDER.	NO EVENTS	NO EVENTS	G.BURFORD. NOSTALGA	F/F SCALE F1H. VINT RUBBER. VINT POWER. VINT GLIDER	SAT 23rd
FRI 17th	5PM TO 9PM PEANUT & FIF SCALE HANGAR RAT & SCRAMBLE	F/F INDOOR AT STADIUM	CLASSIC STUNT, OPEN COMBAT	GOODYEAR, MINI GOODYEAR	LARGE SCALE AERO INTERMEDIATE ADVANCED	NO EVENTS	F5B Electric Glider,	NO EVENTS	NO EVENTS	MAKE UP DAY	MAKE UP DAY	SUN 24th
SAT 18th	CLOSED	SAAMBR FIELD. DISPLAY - NIGHT FLYING	VINT STUNT, VINTAGE COMBAT Z CLASS	F4B T/TRIAL & S05 SCALE	LARGE SCALE AERO UNLIMITED, FREESTYLE	NO EVENTS	F5B ELEC GLIDER	NO EVENTS	NO EVENTS	NO EVENTS		
SUN 19th	CLOSED	SAAMBR FIELD. FUN FIGHTER PYLON EVENT	MAKE UP DAY	MAKE UP DAY	MAKE UP DAY	NO EVENTS	MAKE UP DAY	NO EVENTS	NO EVENTS	NO EVENTS		
MON 20th BACK TO SCHOOL												
PRE-ENTRY COMPETITORS CAN REGISTER THE DAY BEFORE THE EVENT.												