



# BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

## NEWSLETTER – September, 2007

### Committee 2007/2008

<i>President</i>	Glenn White (0412 641 188)	<i>Public Officer</i>	Roger Carrigg
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<i>Treasurer</i>	Rick Pimblott (0417 424 819)	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
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<i>Publicity Officer</i>	Gordon Hicks (0427 033 981)		
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The next meeting of BRMFC is to be held out at the flying field on Wednesday September 26<sup>th</sup> 2007 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. ARF Scale Comp Sub-Committee Report
2. Field Maintenance
3. Helicopters at Field
4. Indoor Flying
5. Playground Equipment
6. Xmas Breakup Party
7. Xmas Raffle
8. Hobbies and Interests for Men & Boys Expo
9. Council Community Grants 2008
10. Sausage Sizzle

### 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. ARF Scale Comp Sub-Committee Report

The sub-committee (consisting of: Graeme Allen, Glenn White, Gordon Hicks & Max Rowan) held its first meeting 2 weeks ago at Max's place. Graeme Allen reported that they stepped through last year's event identifying what needs to be done.

Several volunteers will be needed on the day and in the lead up to the event.

Graeme took notes and will distribute these ASAP.

A working bee will be needed on the Saturday (27<sup>th</sup> October) before the day.

We will require at least 2 judges from BRMFC and will ask for a guest judge on the day. Judges can be rotated as long as not within a round.

The sub-committee has scheduled its next meeting which is recorded in Graeme's notes.

#### 2. Working Bee

Max advised that we may require another working bee in the near future, especially if the weather is conducive to laying the runway tarps.

#### 3. Field Maintenance

- a) Wiring and light outside the shed was installed during the working bee held last weekend.
- b) Field was also mown during the working bee.

#### 4. Club Fees

The President advised the meeting that when next year's subs are due, members will be encouraged to pay by the 1<sup>st</sup> July rather than the 31<sup>st</sup> July. There are still a few members who are unfinancial. The Secretary stated that Dale Deppeler and Dean Farnsworth have formally advised the club that they will not be rejoining due to other interests. Lawrence Fisher has indicated that he will continue his club membership as a Social member.

Members who wish to start paying next year's subs by installment may do so if they desire. The Secretary will give them a receipt for any monies received.

#### 5. Helicopters at Field

Max Rowan led the discussion on the viability of allowing helicopter operations once again at BRMFC's flying field. *To the uninitiated (including the minute taker) there's a lot of history involving helicopters at our former Bowes Rd field which led to a split in the club and the formation of the Golden Plains Model Flying Club. This subsequently led to our constitution being changed to forbid helicopters at BRMFC's flying field unless invited for displays.* There were many points of view put forward along with the issues that arise from mixing helicopters with fixed wing models. One of the biggest problems is when helicopter pilots either hover their models over the flight line or consistently fly in small circles, meaning they hog the space over the runway, making it difficult for fixed wing aircraft to land.

It was decided that Max would consult other clubs that either formally allow or operate helicopters in conjunction with fixed wing aircraft with the view to formulating some proposed rules that can be submitted to a forthcoming meeting for further discussion.

**Action:** Max Rowan to consult other clubs that operate helicopters and fixed wing for guidance in producing proposed rules.

## 6. Playground Equipment

This was put on the agenda after Gordon Hicks raised the point that it would be easier for him to get out to the field more often if he could bring his children. Kids will only want to come if they can amuse themselves. *(No doubt this applies to many members who have young children)*

The implications of playground equipment was discussed at length and centered a round the insurance aspects. As the discussion was bogging down on our liabilities of such equipment Nick Katsikaros asked the meeting; if we ignore the insurance implications do the members think it is worthwhile pursuing. The response from the members was a resounding yes.

It was suggested that the Secretary make enquiries with the VMAA to see if our insurance covers any liability over playground equipment and have other clubs gone down this path.

Gordon advised that he has sent off an enquiry to Ballarat City to see if there is any equipment available.

**Action:** Secretary to make enquires with VMAA – Sent off enquiry 24 August.

## 7. Methanol

The Secretary reported that the club has sold 170L and received \$255.50 *(Figures are from the petty cash file)* and tallies with the form on the drum. Doubtful if 30L is left in the drum *(we are generous when filling our tins)*.

The current 200L drum was bought from R&J Batteries on 26<sup>th</sup> October 2006 for \$240 which means we are \$15.50 in front.

Sales have taken place from 17<sup>th</sup> December 2006 through to 5<sup>th</sup> August 2007 (say 9 months).

Max is to purchase another drum of methanol from R&J Batteries.

**Action:** Max is to purchase another drum of methanol from R&J Batteries.

## 8. Sausage Sizzle

The Secretary advised that we received a confirmation letter and information pack from Bunnings Wendouree yesterday, stating that our sausage sizzle application was successful – date is Saturday 13<sup>th</sup> October. *(Our application was submitted to Bunnings on 26<sup>th</sup> April. If there are more community groups vying for the available Saturdays in the forthcoming 3 month period Bunnings draw the successful bidders 'out of a hat')*. The info pack stipulates all the rules that must be adhered to and will be sent out to all members so everyone is aware of our obligations.

The Temporary Food Permit application was sent off to Ballarat City Council yesterday along with a cheque for \$5.

## 9. Web Site

The Secretary advised that the club's web site has just been updated. If you are reading these minutes from the

PDF file in Adobe Reader scroll up to the page header and click on the web site link.



## Field Maintenance

This time of year it's hard to keep the grass down. We must thank Graham Waterhouse for going out on a Friday to mow the field so that we can all fly at the weekend. The new mower is doing an excellent job – a job that the old mower could not have coped with.



## VMAA News

- The MAAA has awarded life membership to Ivan Chiselett for his services to the MAAA as federal secretary for the past 6 years.
- A club asked the VMAA if our MAAA insurance cover applies to static displays. The answer was that clubs are covered by the MAAA insurance policy.
- Ballarat Aero Modellers has sought assistance from the VMAA to overcome issues with gliders versus power models at their field.



## New Models in the Workshop

It's great to see that there are some world class models under construction right here in Ballarat. One of our rarely seen members Mike Faulkner has been working hard behind the scenes building a T6/24 Airtourer from a kit produced by Scale Aviation Australia. The model is 1/3 scale giving it a wing span of 97". It is powered by a DA50R 50cc petrol engine and is expected to weigh around 16kg. Construction is based around a fiberglass fuselage. The wings are partly built up and partly foam. The model is highly detailed (Mike's specialty) in RNZAF colour scheme. Mike is now working on the cockpit detail and as you can see it's a big cockpit.



*This photo was taken on 12/9/2007 in Mike's workshop and gives a good indication of the size of the model.*

Mike has entered the Airtourer in the forthcoming **South Pacific Scale Masters** competition to be held at Shepparton between 28<sup>th</sup> and 30<sup>th</sup> March 2008. (Fri-Sun). Go to <http://www.rcmn.com.au/south-pacific.html> for info.

The quality of this kit and the fittings supplied are first class and demonstrates the fine attention to detail by Scale Aviation Australia. (No idea how much the kit cost and I don't wanna know!!!)



*This shot shows the engine cowl in place giving the model the very familiar Airtourer look.*

On the same night that we visited Mike, we took him around to Noel's workshop to see how Noel is getting on with the Bristol Bulldog. After some months with very little progress Noel has now got enthused again and the model is coming along in leaps and bounds. Noel said he was confronted with so many problems in the 'too hard basket' (mainly to do with the chosen power plant) but now that these have been resolved or at least a solution is in sight he is now moving on. This is truly a world class model – it needs to be seen to be believed (The photos here don't do it justice).



*This photo of Noel's Bristol Bulldog was taken on 31/12/2006 (new years' eve) during the 'no work' period. From left we have Glenn, Nick, Noel and Graeme admiring Noel's work. Not sure who the lovelies are on the wall! Glenn's old Me 163 Komet can also be seen hanging on the wall (above the lovelies).*

Noel is now doing the polished metal panels covering the front of the fuselage and experimenting with the fabric

covering. (We can't give away too many secrets or he'll sue us!!!)

Noel has completely fabricated a dummy nine cylinder radial engine which is a work of art on its own. This involved making intricate patterns and moulds of the various parts.



*A more recent photo of the Bristol Bulldog which shows some of the metal work around the nose section.*



*How's that for attention to detail! The rocker covers are engraved with the word Bristol and the exhaust stacks are painted to show heat effect. Looks so real!*

Noel is hoping to have the Bristol finished in time to enter in next years' *Inaugural Bowylie Large Model Scale Rally* hosted by the **Flying Scale Aircraft Association of NSW** at the Gundaroo property 'Bowylie' of Dick Smith (Sat-Sun 12<sup>th</sup>-13<sup>th</sup> April 2008). Go to <http://www.fsaacjb.net> for details, you have to navigate to the *Bowylie* page and there's pop ups to contend with as well.

We wish both Mike and Noel every success with their projects. This might become a regular column in the newsletter.



### **New Models seen at field**

On Sunday August 19<sup>th</sup> Rick had his Percival Gull Four Mk 2 out at the field to show the members what he's been up to recently. The model is scratch built from Bryant

plans to 1/6 scale giving it a 72" wingspan and is powered by an OS 46 two stroke motor.

No doubt Rick will have it ready for a test flight in a few weeks so stay tuned.



Rick posing with his new Percival Gull Four Mk 2 which he no doubt intends to fly in the scale comps.



### Crash Report

After having a successful although challenging flight with his 1/3 scale Cessna 152, Russell Aggett unfortunately wasn't so lucky with the smaller of his P51's.

It was Sunday 9<sup>th</sup> September and there was a northerly breeze which didn't bother the Cessna but on a crosswind take off combined with lifting off too soon the P51 rolled to the left going in on the wing tip. The model appeared to be repairable but Russell indicated its time was over – never know though, it might get repaired and be out again.



### Tips & Tricks

Its time for some light hearted entertainment.

#### ALZHEIMERS' EYE TEST

Count every "F" in the following text:

**FINISHED FILES ARE THE RESULT OF YEARS OF SCIENTIFIC STUDY COMBINED WITH THE EXPERIENCE OF YEARS...**

(See further on in this section for the answer)

#### More Brain Stuff . . . From Cambridge University.

Olny srmat poelpe can raed tihs. cdnuolt blveiee taht I cluod aulacilty uesdnatnrd waht I was rdanieg. The phaonmneal pweor of the hmuan mnid, aoccdrnig to a rscheearch at Cmabrigde Uinervtisy, it deosn't mttar in waht oreDr the ltteers in a wrod are, the only iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Amzanig huh? yaeh and I awlyas tghuhot spleling was ipmorant!!

Mhgit do the nsetwteler lkie tihs in fruute!!!

Read out loud the text inside the triangle below.



More than likely you said, "A bird in the bush," and.....

if this IS what YOU said, then you failed to see that the word THE is repeated twice!

Sorry, look again.

#### Answers to Alzheimers' eye test

HOW MANY?

WRONG, THERE ARE SIX -- no joke.

READ IT AGAIN!

Really, go Back and Try to find the six F's before you read any further.

The reasoning behind this is:

The brain cannot process "OF".

Incredible or what? Go back and look again!!

Anyone who counts all six "F's" on the first go is a genius.

Three is normal, four is quite rare.



### Club Fees – Installment Plan

For members who would like to take advantage of the installment plan to pay next years' fees (2008/9) you will find booklets of 10 deposit slips in the paper holder attached to the notice board. All you need to do is fill in the deposit slip, hand it to the Secretary or Treasurer along with your money and get them to sign and date the butt. The butt (not the one you sit on!) is your proof of payment. Whatever the total amount is that you have paid by the 30<sup>th</sup> June 2008, it will then be deducted from the fees that are due.

There are still a few members who haven't paid this year's subs. If you haven't already made contact, the secretary

would appreciate the courtesy of being advised of your intentions.



**Events**

**VFSAA Scale Comp – 26<sup>th</sup> August**

Glenn and I (Roger) attended round 7 of the VFSAA (Victorian Flying Scale Aircraft Association) scale competition held at the State Field on Sunday 26<sup>th</sup> August.

We arrived around 9.00AM after stopping off for our customary breakfast at Gisborne (there’s a café there that makes a really good bacon & egg roll) to find quite a few modelers already there setting up. We quickly entered and got our models out of the trailer. Shortly after setting up Tim Carter turned up and assisted us throughout the day.

There was a pretty strong wind blowing from the north and a couple of showers early on but Keith Schneider soon got the competition underway. The club house at the State Field is always a welcome retreat when the weather is unfriendly. We must take this opportunity to thank the Northern Flying Group (NFG) for making the field available and providing the excellent catering.

There were 6 entries in ARF and 7 in Scale with two rounds of each flown.



*Baby Ace owned by John Gottschalk of P&DARCS is powered by a home made petrol engine. John said it does a lot of glider towing at P&DARCS field. A large model!*

Unfortunately there was one casualty on the day that being John Lamont’s Piper Cub. On take off during the first round the Cub lifted off too soon and the strong wind got under the left wing causing it to roll violently to the right. John was unable to correct the roll and the Cub went in on its nose and wing tip causing major damage to the fuselage. Ironically John wasn’t going to fly because of the strong wind but decided to do so at the last minute thinking the wind was abating. Bad luck John – maybe we’ll see it again if you decide to repair it.

It wasn’t a day for models with light wing loading so Gary Sunderland decided not to fly his WW1 biplane which was probably a wise move.

Rod Mitchell put in the highest flight score in Scale with his twin engine Grumman Tiger Cat but only flew the first round. He had to leave early and was unable to fly the

second round otherwise he would have challenged Glenn for first place.

A father and son team (Peter and Matt Bailey) flew in the ARF section. Not sure what club they belong to but it is good to see. Matt (around 12) flew a P47 extremely well given the conditions.



*Glenn trying to start the Zenoah 62 in the Cessna 195 assisted by Tim Carter. Roger’s Shoestring is in the foreground.*

Glenn had the usual problems starting the Zenoah 62 in his Cessna 195 (it’s not the engines’ fault it just needs a strong starter) but on borrowing a high capacity battery from John Gottschalk we managed to get it to turn over using a conventional starter with the aid of some hand flicking to get it over compression.



*A panoramic view of the pit area and some of the models and modelers in attendance.*

Keith asked Glenn to be one of the judges during the ARF rounds, so that was an experience for Glenn sitting out in the freezing cold wind. That must be why I was told to hurry up and get my flight over!

After two rounds were flown Keith asked the entrants if they wanted to fly a third but most declined, so the comp was wound up and the scores worked out. We all retired to the club house for refreshments and the presentations.

The results were:

Scale

1 <sup>st</sup>	Glenn White	Cessna 195	2083.5
2 <sup>nd</sup>	Andrew Smallridge	Sukhoi	1986.0
3 <sup>rd</sup>	Tony Greiger	Hannibal	1816.5

ARF

1 <sup>st</sup>	Noel Whitehead	Extra	2295.0
2 <sup>nd</sup>	Roger Carrigg	Shoestring	2263.0
3 <sup>rd</sup>	Ian Lamont	Corby Starlet	1942.5

We then packed the planes into the trailer and headed home – The State field is an easy drive from Ballarat taking about an hour and ¼ each way.

### **Shepparton Mammoth Scale – 15<sup>th</sup>-16<sup>th</sup> September**

After a week of wet and windy weather we were apprehensive of the flying conditions we would be confronted with at Shepparton. During the trip up on the Friday we had strong winds and some rain. But come Saturday morning, the Gods smiled on Shepparton and presented us with a perfect flying day – a clear sky and light winds.

The Ballarat contingent got out there about 8:30AM and things were well underway. Thankfully Rick and Pam went out on Friday afternoon and organized our pits so that we were all together. We noticed that the Geelong club was well represented as usual.



*A shot showing some of the models there, the Budweiser Corsair can be seen centre left.*

Things were well organized, pilot registration went smoothly and we were set up and ready to fly within the hour. There were three flyers from Ballarat, namely Max Rowan with his Curtiss Jenny, Graeme Allen (aka A1) with his Super Cub and Glenn White with his Cessna 195. I (Roger) was a “blue bib” this year along with Noel Findlay; don’t think I’ll do that again, they (the “red bibs” – a bit of class distinction here) work your butt off – fetch this, get that, yes sir, no sir!!!



*The metallic finished Cessna Birddog can be seen here in the foreground. Must have been at least 1/3 scale.*

Max was the first of our group to fly and put in a nice flight, the weather conditions suited the Jenny down to the ground. Graeme followed also finding the conditions extremely pleasant to fly in with his light wing loading

model. Glenn flew his Cessna but because of the light wind felt it necessary to use the flaps for the first time to give some chance of stopping his heavy model on the runway. To his surprise they worked quite well and were very effective.

As usual the meet was well attended with a broad array of aircraft. Most of the models we have seen there before but there was also a sprinkling of new ones. Some of them were a 1/3 scale Cessna Birddog covered with a highly polished metallic finish, a 1/3 scale Sopwith Triplane (winner of pilot’s choice), a 45% scale Yak aerobatic machine (We were discussing the cost of a model like this and the owner said there wasn’t much change out of fourteen grand – blew my budget!) There were also three turbines (two were Grumman Panthers)



*You think yours is big but there’s always one bigger! Glenn’s Cessna 195 and Barry Thomas’ (Bendigo) Cessna C-165 Airmaster are dwarfed by the 45% Yak. How’s that for coincidence, a Cessna 195 and 165 next to each other in the pit boxes.*

There were numerous ARF models there of course, some of them were: the Yak (mentioned above), one of the turbines, the big B24 Liberator flown by Tony Farnan, Mike Farnans’ huge DeHavilland Comet powered by two OS 200 FS’s. (They are getting bigger and harder to pick as ARF’s these days.)

I was interested to see how many models would be flown using 2.4GHz radios. There were a few short Tx aerials on the flight line so I guess there were a few 2.4GHz sets used. We didn’t hear of any radio problems so they must work okay under congested flight conditions.

Even though we had excellent weather conditions, there were still several mishaps. One in particular was very disturbing; a fairly large P61 Black Widow had problems on take off and crashed into the back of the spectator grandstand narrowly missing spectators and motor vehicles. This could have been a very nasty accident and hopefully it will be thoroughly investigated to ensure that it does not happen again at Shepparton or anywhere else for that matter. I saw it happen and it was more by good luck than anything else that averted a disaster. My heart was in my mouth as I saw that P61 flying knife edge toward the crowd.

Another unfortunate incident involved a friend of ours, Gary Sunderland from Bacchus Marsh. Whilst in the

startup box with the engine running he put his left hand through the prop. Gary was immediately taken to the Shepparton Base Hospital for treatment but sadly they were unable to save his index finger which had to be amputated above the knuckle. Just goes to show it doesn't matter how experienced you are, you must pay attention at all times.

It was great to see that everyone rallied around to sort out Gary's accommodation details, models and transport. Graeme Godden (P&DARCS) was at the forefront and kept us up to date on Gary's condition. We understand that several Bacchus Marsh club members came up on Sunday and arranged to get his models and vehicle back to Bacchus Marsh. Gary if you read this we wish you all the best and a fast recovery and hope it does not impair your model building.



*Robert Zyp's 1/3 scale Sopwith Triplane. The fuselage folds through the roundel for easy transportation and flight setup. Model won pilot's choice.*

In addition to the flying activities, Col Taylor Models had their usual stand set up to tempt us with an extensive array of modeling gear. Dozens of ARF kits, engines, radio equipment and accessories were on display on both days. Whilst browsing on one occasion, I looked up and another of our members Murray Johnson was next to me, Murray decided to come up on Sunday for a look at the show. Perma-Grit also had a stand alongside Col Taylor Models. We all enjoy and appreciate the participation and support given by the modeling trade.



*Clive Butler's huge Messerschmitt Me109 had an engine failure in an awkward situation, but Clive managed to land it safely in the crop just short of the strip. Seemed a little underpowered on take off but it got going once it was in flight. Not sure what the power plant is although we thought it might have a geared drive.*

Sunday brought a different set of weather conditions – a cloudy sky and strong cold winds with the threat of rain. Conditions were so poor (poor compared to the previous day) that most didn't fly and the presentations were brought forward to 1:30PM. Graeme had one flight on Sunday but found the conditions made landing the Super Cub difficult. Glenn on the other hand had two flights finding that the weather conditions suited his heavy model. Max decided not to fly the Jenny in the strong winds thinking that it's not worth the risk.



*Max's Curtiss Jenny won the 'Alan Edlich Memorial Trophy' for 'Best Bi-Plane Pre 1945' at Shepparton back in 2001. Max wanted a photo for posterity. Noel Findlay also won it in 1998 with his Gypsy Moth.*

The two almost identical blue Grumman Panthers, one a ducted fan and the other a turbine put on an excellent display of formation flying. The petrol powered Budweiser Corsair put in lots of flying over the weekend and demonstrated its pylon racing capabilities – this is an extremely fast model and was well flown.

We must congratulate the Valley Radio Flyers for organizing and staging another excellent mammoth scale event. Anyone who has been involved in organizing displays/comps knows exactly how much work is involved. Ivan Chiselett used his broad knowledge of aviation to give an in depth commentary on the models being flown. This is quite a task over a two day event and he's done it admirably many times now.

The VRF President Brian Dart kicked off the presentations shortly after 1:30PM. Pilot's choice was awarded to Robert Zyp for his 1/3 scale Sopwith Triplane. Ivan was presented with a hamper for his commentary over the weekend. VRF also handed out spot prizes to the entrants at various times over the weekend.

No doubt we will be back again next year! I (Roger) always enjoy catching up with Ray Jackson and Brian Dart. Our friendship goes back to the very early 70's when we met as members of D&DARCS (now P&DARCS) flying in the Police Paddocks North Dandenong. How times have changed! A couple of years ago I drove down Brady Road to see where we learnt to fly and the patch albeit small is still there and appears to be used for some sports. A far cry from today's flying fields such as Shepparton!



## Coming Events

### Sausage Sizzle at Bunnings – October 13<sup>th</sup>

The club was fortunate enough to be given a date to hold a Sausage Sizzle at Bunnings Wendouree again this year. The date is Saturday October 13<sup>th</sup> running from 9.00AM through till 4.00PM (a long day). As it is a full day we will need to run a morning and afternoon shift to spread the workload. If last year is anything to go by we will be very busy and expect to sell 700 or more sausages. If you are available to assist please let the committee know. This is an important fund raiser so we must have a commitment from members.

### Hobbies and Interests for Men & Boys Expo – Oct 14<sup>th</sup>

As far as I know this is still on. We were contacted by the Rotary Club of Wendouree back in May to see if we were interested in participating. It was brought up during our May meeting and it was decided that we should attend to promote the club and aeromodelling.

The venue is the Wendouree Netball Stadium and surrounding grounds. I've sent an email to the contact person for confirmation and details.

**Stop Press!** It is on. The event is being advertised on 3BA and I've received a promotional flyer in PDF format from Rotary which will be emailed out to club members.

### ARF Scale Competition at Yendon – October 28<sup>th</sup>

Another reminder! If you are planning on competing in our ARF Scale event to be held on October 28<sup>th</sup> now is the time to organize a plane and get some practice in. It looks like the prizes will be well worth winning this year. The advertising flyer was emailed out a little while ago and will be sent out again shortly as a reminder. It will appear in the next VMAA newsletter and also be mentioned in the next edition of RCM News due out on 1<sup>st</sup> October.

### Xmas Raffle

Believe it or not, Xmas is not far away. We need to think about organizing the Xmas raffle. Do we do the same as last year (Barrow load of Xmas Cheer) or does anyone have any better ideas? We always draw the raffle at the Xmas party.

### Xmas Breakup Party

Only 3 months to go! When and where do we hold our breakup party? Xmas day falls on a Tuesday this year. We could have it the weekend before (Friday 21<sup>st</sup> or Saturday 22<sup>nd</sup> Dec) if we were to book early, or the weekend before that, which is 14<sup>th</sup> or 15<sup>th</sup> December. Please make your thoughts known. It will be discussed at the next meeting.



## Event Calendar

September 26 <sup>th</sup>	<b>BRMFC Meeting.</b>
October 13 <sup>th</sup>	<b>Sausage Sizzle – Bunnings Wend.</b>
October 14 <sup>th</sup>	Hobbies and Interests for Men & Boys.
October 21 <sup>st</sup>	VFSAA Round 8 – State Field.
October 28 <sup>th</sup>	ARF Scale Competition – Yendon.
Nov 3 <sup>rd</sup> /4 <sup>th</sup>	GMAA Fun Fly & Open Day – Mannerim field Geelong.
Nov 10 <sup>th</sup> /11 <sup>th</sup>	VFSAA Rally, Round 9 – Albury.
Nov 24 <sup>th</sup> /25 <sup>th</sup>	Hamilton Display and Swap meet.
Mar 28 <sup>th</sup> - 30 <sup>th</sup> 2008	South Pacific Scale Masters - Shepparton.
<b>April 6<sup>th</sup> 2008</b>	<b>BRMFC Annual Display Day.</b>
April 12 <sup>th</sup> /13 <sup>th</sup> 2008	Bowlyie Large Model Scale Rally.

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