

The News

May 2009



O.S Engines' Annual Fly In 17th May 2009 At P & DARCS

The Sunday after Mothers Day 2009!

Wenn Road, Cardinia, Victoria (Melways Ref. 139 K1/Weymap 18 P16)

**All Aeromodellers with O.S.
Powered Aircraft Welcome**

Must have current NAAAS Membership to fly!

All registered pilots* with O.S powered aircraft,
go into the Grand Prize draw.

(each aircraft must be eligible for the grand prize)

- Prize draws throughout the day
- Relaxed, fun days flying at one of Australia's premier R/C flying fields
- All O.S powered model types welcome from trainers to giant scale



Registration from 9.30AM

Entry Fee: \$2 donation per aircraft to the P & DARCS Club.

Proudly sponsored by Model Engines & O.S Engines.
Special thanks to the Pakenham & Districts Aircraft Radio Control Society inc.

O.S.



Next club meeting

Saturday 2nd May - 12 noon Start
At the Field

A taste of last years OS Day .

Great Event , Great Day lets hope for good weather again this year coz the modelers will come in droves.

See you all there.



BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

P.O.Box 131, MDC
Cranbourne 3977
Field Telephone Number :
(03)-59 98 8431

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Alan Coleman 9511 4055

Vice President
Joe Tortorella 0403 050 346

Secretary
Don White 9560 2726

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Peter Harris 9775 4788

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Rob Till 9707 3254

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Vacant

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Wal Schubach 9700 6166

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In this issue:

- Committee Reports
- How to Destroy a Club
- Club Works - work in the pipeline
- Bits of Stuff
- Ugly Aircraft
- Lighting up Your Model
- Entry Form for OS Day
- Bonus article for email recipients VMAA Trophy 2009

Editor's Bit



May already ! It was in May, sometime last century that I was suckered into a temporary stint as newsletter editor as the then editor was allegedly going on holidays for a month. Hmmmmm I'm still here..... you can come back and take over again.... ☺

The year is really flying along and it wasn't until I was told that I was in the VMAA trophy team that it dawned on me that I hadn't actually started an IC motor for 12 months. Which meant that apart from a tiny bit of electric flying, I really hadn't flown for a whole year.

No wonder I don't seem to un-stress lately, I am missing out on my flying fix! I also had very little motivation at all to get in the shed and finish off one or two or those almost finished ARFs. Then for some reason after a dig by email from a friend, I stuck my head in there again. After an hour of so of working out which pile of bits went with which unfinished model, I made a start. I have been poking my nose in there on and off over the last couple of weeks now and have two electrics ready to go and am finishing off a 65 four stroke powered sports model, the Great Planes Reactor. So I'd better get on the simulator and freshen up the flying skills. You all realize of course that suddenly having a number of models in flyable condition will mean that there will be an onset of unflyable weather.

Speaking of the simulator I have been flying a heli on there and seem to have kinda got the hang of it. It seems a bit too easy to me that I can now fly it around without pranging it, unless I try to aerobat it of course. Surely the model choppers aren't as easy to fly as I am finding the simulator one to be. So now I have made myself nervous about trying the little electric chopper I have out for real. I'll have to take a deep breath and give it a go.

When I say easy, I would like to qualify easy. I can fly around and come back to the hover without crashing but it does take a far bit more concentration than my fixed wing. My fixed wing flying is now automatic and I don't have to think about it at all. No doubt in time Heli flying will be the same.

Anyway enough of my waffle you can now turn the page and move on to the newsletter proper.

That's all Folks

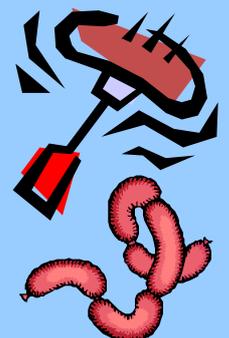
Next Meeting

At The Field

Saturday 2nd . 12 noon

BBQ Lunch - we promise to have the snags with us this month
Followed by the official bit.

See you all there





“Presidents Ponderings”

Alan Coleman

Here we are with Easter behind us, half way through autumn. We have been enjoying a taste of Melbourne’s magnificent autumn weather, with lots of sunshine, and mild breezes.

We need some rain, but let’s hope it comes at night, at least for the next few weeks.

The good weather has encouraged us to get flying, and recently, there have been good attendances at the field on most days. And not only are we flying more, but so are others. In recent weeks we have had numerous visits from full size, flyers probably from Moorabbin, who like to use our field as a convenient place to practise simulated landings. Typically, they come in over one or other of the strips, throttle back and simulate a landing at about five or six hundred feet. Some of our members claim to have seen them at much lower altitudes, but this can be very difficult to judge. A full size aircraft at five hundred feet looks to be very low.

We are presently in the very fortunate position that we enjoy the benefit of a virtually unrestricted ceiling height. Under the present rules, we are entitled to fly models up to any reasonable height, provide the model is kept under control, and below any cloud cover. However, this can lead to a conflict, as our field lies within a nominated flying training area, and as we have seen recently, we will sometimes encounter low flying full size aircraft over the field.

Accordingly, our CLUB FLYING RULES, 2007, (Rule 29) stipulates that

“Unless dispensation has been granted for a specific event no pilot shall fly any model above a height of 170m. (500 feet)”

The committee is seeking to clarify the situation, with respect to all parties. We prefer not to approach CASA directly, as this would invite a review of our flying conditions. However, the essential point to remember is that, should there be a near miss, or even worse, a strike involving a model and a full size aircraft; it is inevitable that the loser would be our club. We could lose our flying rights altogether, or at best, have them severely curtailed.

Please, when you see a low flying aircraft over our field, make absolutely certain that you keep your model below three or four hundred feet, and well out of the way.

Happy landings.

Secretary’s Report

General meeting held Sunday 5th April 2009 at the
“Burley Field” Wenn Rd. Cardinia
Meeting opened at 1325

Apologies: P Harrison, P Harris, D Trusler, F Webb

Guests: Ed Luck

Minutes of the previous meeting be accepted:
Moved D Glossop Seconded B Swift Carried

Business arising from previous minutes: Nil

President: Very little rain in the area, tanks have very little water in them.

Registrar: Current membership stands at 223, all members should now have their new membership cards, any cards that have the incorrect details, please let the registrar Rob Till know so that it can be corrected with the next issue of cards, this card is to ensure that all flyers are members of this club and are insured,

It is now your responsibility to ensure that you have your membership card with you whilst flying at this club. Visitors must be signed in by a financial member of this club and produce their current F I A card before being allowed to fly.

Persons who cannot produce this card are not permitted to fly at this club.

Editor: Articles for the news letter are working well, so please keep the items of interest coming.

Safety: New restraints in the Tx pound, they are labelled, please return them after use, they are not to be taken out of the area

Web-Master: Photos from the “Monty Tyrrell” on web-site thanks to the effort of Ian Thompson & Ivan Hancock Web site going well approximately 500 person contacting the web for the news letter

General: D Jenkins and P Somerville have obtained quotes for tractor equipment, cutting deck. Servicing of the Kubota. Moved D Jenkins “That the Kubota be serviced by a recognised dealer” Seconded P Somerville Carried
As the mower deck is becoming worn out it was moved by B Law “That the club purchase a mower deck subject to committee approval” Seconded O Turner Carried.

Extensive discussion on the purchase of a bucket for the Kubota, this is referred to the committee. Thanks to D Jenkins and P Somerville for the in comprising the costs for the units.

Motion. J Tortorella put forward a motion “ Helicopters be allowed to fuel in the “Hay Shed” seconded by M Bogut. This was put to a vote by members present.
The motion was defeated.

Meeting closed at 1412hrs –

After the meeting Frank McPherson ran a short presentation on our charging systems power consumption.

Next general meeting Saturday 2nd May 1009 at the “Burley Field” 1300hrs

What’s On at P&DARCS

May

2nd Club Meeting at the Field
17th OS Engines Fly In

June

3rd Club Meeting at Dingley Community Hall

What’s On Elsewhere

The list below is extracted from the VMAA contest calendar which can be found at the VMAA web site www.vmaa.com.au

| | | | | | |
|-----|-------|--|---------------|---------|------|
| May | 2-3 | Combined Vic - SA State Champs | Old Timer | Colma | CMFC |
| | | VFSA Scale comp | Lilydale | L&DMFA | |
| | 2-3 | Sunaysia Fly-in & Display | Mildura | SAM | |
| | 3 | Twins or more Fly-in at the VMAA State Field | Pakenham | NFG | |
| | 17 | OS Engines Annual Fly-In | Bacchus Marsh | P&DARCS | |
| | 17 | Pylon Racing: Q500 | Bairnsdale | BMMAA | |
| | 17 | Scale Rally: Mid-May Muster | Albury | B&DMAC | |
| | 17 | Old Timer Duration & Texaco Fly-in | Warragul | LVMAC | |
| | 16-17 | Autumn Scale Rally | Albury | TCMAC | |
| | 16-17 | Victorian State Championships: F3A Pattern | Bendigo | BRCAC | |
| | 22-24 | MAAA Council Conference & Rules Change | Perth | | |
| | 24 | Victorian State Championships: Scale | Daraweit | | |
| | | Large Scale and Stand-Off Scale run by the VFSA at the VMAA State Flying Field | Gulm | | |
| | | | NFG | | |

Facility Managers Report.

Paul Somerville

We have brand new model restraints once again. 12 of them have been manufactured and supplied, These are different to the last lot we purchased, first of all they are painted yellow, secondly they have a 50mmx10mmx200mm steel plate welded to the spike, thirdly the steel plate has a number and club logo welded to it. This should make them less likely to be nicked.

If you are visiting other clubs spread the word that I have in stock model restraints in the usual U shape \$25.00 each and also pairs \$25.00/ pair that are 500mm in height for the larger models

I also have the rubber replacement sleeves \$5.00ea as well. Requests for other types of model restraints are taken as well.

A reminder that the hay shed which is the structure attached to the club house where the outdoor Barbie is, is not to be used to fuel, de fuel or start up IC models of any type. The hay shed is only to be used to charge up model batteries. No models are to be kept inside the hay shed all day long. Once your model is charged please take it out into the pits where it should be. The Hay Shed should only be used to keep your model out of foul weather. Once the weather clears take your model back out into the pits.

No electric models should be armed in the hay shed and again take them out into the pits and arm them with friend or use a restraint.

Thank you

A big thank you to club member Adam Gray who has fixed our club house air-conditioner free of charge.

Membership Cards

All members should by now have their new membership cards so please remember:

NO card No Flying

We are not getting all Big Brother with this the card system was introduced as a response to club members complaint about non Members Flying at the club and the difficulty of identifying paid up members.

So the simple solution was Membership Cards must be displayed at all times if you want to fly. And.. so that you wont be embarrassed we went out and got some pretty ones for everyone to wear.

So remember wear your card at all times

No Card No Fly.

Committee Comment

The Committee

At the last club meeting, Vice President Joseph Tortorella proposed a motion to allow helicopter pilots to refuel their models in the Hayshed. Joseph had the courtesy to seek prior approval of the chairman to put the motion, as he was aware that it might spark some controversy. The motion was debated evenly for some time, and eventually defeated by the vote of the members present.

Since the meeting, it has come to the attention of the committee that both during and after the discussion, a number of members were making comments in the background about this issue from both sides of the argument and in part due to this, later further verbal exchanges occurred between various members.

The affairs of our club are conducted on democratic lines, and we expect members to participate in discussions in a courteous and reasonable fashion which will allow all speakers a fair hearing and which will ensure that all opinions are considered. Personal comments about other members or anonymous comments from the floor will not be tolerated in future by the person chairing the meeting. The type of aircraft we fly should never influence the way we treat each other. Please keep this in mind when talking with your fellow club members. We have a great club and our ultimate survival will depend on the way in which we can relate to our fellow club members

For Sale

Extreme Link 2.4 GHz Module and 4 receivers (with V3 firmware upgrade) to suit JR transmitter.

\$500.00

Contact: Laurie 0417595265

Wanted

Bungee or High Start to suit 2 metre Glider

Call Ern Hancock 9705 0426

How to destroy a club

Rob Till

This is being written as a personal response to an unfortunate incident which took place after the last General Meeting at the club, it does not presume to represent the views of the Committee or other Club members.

At the last club meeting a proposal was tabled, discussed and when the vote was taken the motion failed. The discussion of the motion was not helped by inappropriate and unnecessary comments from the back row by long term club members. This resulted in accusations about how the club was run and some verbal confrontation when other club members attempted to refute the accusations.

The club has operated on the current site from 1979 when more space was required than was available at the Police Paddocks and with certainty of ongoing availability resulting from owning our own land. A number of members paid out their own money to fund purchase of the field through the purchase of shares. Without these members raising the cash we would not have a field today!

Since the original purchase all the infrastructure – clubhouse, machine shed, tractors, toilets, tanks, shade shelters and everything else has been paid for and installed/built by the club members over the past 30 years. The contribution of time by many individuals has been considerable. Again we are benefiting today from the contributions of members in the past.

The club is run by the members. A Committee is elected to administer the club, after all the bills have to be paid and members registered. The Committee does not run the club – if there is an initiative from the committee it is presented to the club as a whole for a decision at a general meeting. When committee members vote at a general meeting they are doing so as individual club members. The only benefit that committee members receive is that they are allowed to put in additional hours of work between club meetings to ensure that the club is administered well. If there are individuals who have been on the committee for many years it is only because no-one else volunteered for the jobs.

Club membership is open to anyone who has an interest in flying models. We do not have separate memberships for glider flyers or scale flyers or control line flyers – all members are equal. The fact that we do not have many glider flyers or control line flyers simply reflects the fact that there are specialist clubs which cater more appropriately to their needs. The facilities we offer also reflect the sorts of flyers we have as members. A recent comment that ‘you should not have a vote because you don’t fly’ is misinformed because (1) it is not necessary to fly to be a member and (2) many active flyers in the club in the past chose not to do so now due to ill health or financial constraints – and they still pay their full club subscriptions. In fact it is the subscription income from non-flyers that keeps the subscriptions down for the flyers!

Historically the club has included a majority of fixed wing flyers and the facilities reflect this balance. More recently there has been an increase in those with electric powered aircraft and the club, through its members, decided to install charging equipment to support electric flyers. This was funded from general club funds contributed in part by people who will never use the facilities. Other facilities may be provided in the future in the same way as decided by the club members.

And of course there are club rules!! Again these are not designed to limit any specific flyers – they are there to make flying as safe as possible or to avoid abuse of the club facilities. There are a number of flying rules that relate specifically to fixed wing aircraft simply because they require more space and are less manoeuvrable than rotary wing aircraft. Remember that the field was purchased to provide the space required for fixed wing flying. Over the years the flying rules have been amended as our needs have changed and I am sure they will be amended in the future to meet new requirements. Rules are made and amended by the club members – not by the committee! This is the same approach as adopted for golf clubs, gyms, political organisations, sailing clubs – we are no different. You chose to join a club of your own free will and abide by the rules.

Finally the Hay Shed. This was planned and constructed by the club after much discussion by club members at many meetings. In the same way as the shade shelters it was erected, and improved, to meet the requirements of the members. It was intended as a storage area for models during inclement weather and to provide overhead cover when using the BBQ or for social functions. It was never intended to be part of the pits for the fuelling and starting of aircraft and this has always been made clear. When the recharging facilities were introduced for electric aircraft it was seen as sensible to use the Hay Shed for the recharging points, again no arming or running of electric motors to be allowed.

If the club now requires a covered refuelling area for IC powered aircraft then I am sure that a costed proposal will be considered by the club members at a club meeting with a reasonable notification.

Finally – I have enjoyed being a club member for 20 years, I do not mind putting in the work as Registrar and I would be very sorry to see the club split into factions as has happened in other clubs. There is no reason why we cannot enjoy flying at the field for another 30 years – **welcoming flyers from all disciplines!!**

Club Works for 2009

Folks,

I am sure you would all agree that we have a great club & that is due in no small part to all the volunteers that work tirelessly. From the committee performing roles like preparing for & managing committee & club meetings, managing the club finances (and weeds), to new & existing membership packs, badges & keys, managing all our communications & requests we get for demonstrations etc, creating newsletters, updating websites(one for me!) & a huge amount of work on the facilities & club equipment. We then also have our mower men, rubbish monitors, Bay 13 building crew & the myriad of helpers that spring into action whenever we have an event.

So having said all that, my point is, over the past few committee meetings I've been putting together a list of works that we would like to carry out this year on our club. I would like your help in getting this done. What I would like is for someone to nominate themselves to lead each activity, not necessarily perform, but take the initiative to get everyone together to make it happen. If you think of something that also should be on the list please let me know.

The items we have come up with are as follows:

- ✘ Move security camera 1 (I nominate myself for this)
- ✘ Finish install of Webcams (me again)
- ✘ Repair then paint club house
- ✘ Move sand pit
- ✘ Erect swing set
- ✘ Replace "Bay 13 & others bays" central shade cloth fixing
- ✘ Replace barge board on west end of clubhouse
- ✘ Create tabletop cover for deep fat fryer
- ✘ Empty septic tank
- ✘ Re-align western runway (Runway is too close to club so we need someone to pull it over a bit!!)
- ✘ Build ramp extension for veranda for wheelchair access
- ✘ Re-do pipes on runway crossovers to align with starting pads
- ✘ Spread leftover dirt around car park
- ✘ Look into new windsock fixing pole
- ✘ Stumps on west corner of clubhouse keep sinking & need restumping
- ✘ Sprinkler heads need digging up & replacing (they've sunk into ground)
- ✘ New mower deck (I nominate myself again)

If you think you could take on managing one of these activities, please get in touch with me & we'll make some plans.

Thanks,
Daniel Jenkins - Webmaster

Bits of Stuff:

Whacky Newspaper Articles

Irish Crossword Puzzle

From Wal

| | | | | |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |

Clues:

Across:

- ***** & Judy
- English Magazine
- A hard blow
- Carpenters tool
- A hole making tool

Down:

- Vegetable
- Female Sheep
- Fowls
- Oceans
- Often Dropped

Now don't discount this crossword give it a go . I will amuse you. Well, it amused me but my mind may be smaller than yours.

Just Coz it's a great picture



Photo Copyright © Phil Cooke - Flightlineimages



Ugh! *Some of the ugliest aircraft ever made!*

Richard (Dick) Ryland

Caproni Stipa

Like the Grumman Skyrocket this aircraft is perhaps more *unusual* rather than actually ugly depending on how you look at it. It was designed in the early 1930's by Luigi Stipa and built by Caproni in Italy. This was in the Golden Age of aviation when absolutely outlandish ideas could still get funding in the hope of a great breakthrough in aviation design. The idea here seems to be the highly unlikely gaining of extra thrust by accelerating the air through a venturi shaped fuselage. If that was the aim the potential stresses on the fuselage as airspeed increased would have been vast! Perhaps it was actually the shrouded propeller which was expected to gain the greater advantage. It is not well known that modern airliner jet engines get a great proportion of their thrust from a huge shrouded propeller, or fan, at the front of the engine which simply accelerates cold air past the engine itself and so produces thrust just as a conventional propeller does. Perhaps Stipa was before his time. He certainly thought so and always believed that his ideas were later used in aircraft without his permission.



The aircraft did fly as you can see on You Tube, however its performance was less than a conventionally built aircraft of the time. Otherwise, it flew quite well except for the pilot not



having enough structure in front of him to judge his attitude by. Since last month's article it has been pointed out to me by a reader in the United Kingdom (!) that the Blackburn Blackburn 1 had the same problem which was overcome by building a simple structure in front of the pilot. It can be clearly seen in last month's pictures.

Almost unbelievably there is a Stipa on the Australian Aircraft Register! The late Guido Zuccoli of warbird fame decided that he just had to have one and a 2/3 scale Stipa VH-SCZ was built by his company Aerotech Australia in Toowoomba Qld. Unfortunately, his T6 accident stopped him seeing it fly but Lynette Zuccoli saw the project through and fly it did. It has flown along the airstrip a couple of times but from what I have heard the company has decided to call it quits while everything, and everyone, is still in one piece! That aircraft can still be seen by visitors to Aerotech Australia.

What a wonderful modeling project this would be! Some have been made and flown and the framework of a large 9 foot model can be seen here. What a wonderful challenge! Will we see one in the VMAA Most Unusual Model contest next year...hmmm?

The Caproni Stipa was cute, futuristic, arcane, ridiculous, fat, clumsy and many, many, other things. It was perhaps not really, *really*, ugly but it was most certainly a very, very, *very* unusual aircraft!

Lighting your Model

Brett Reaby

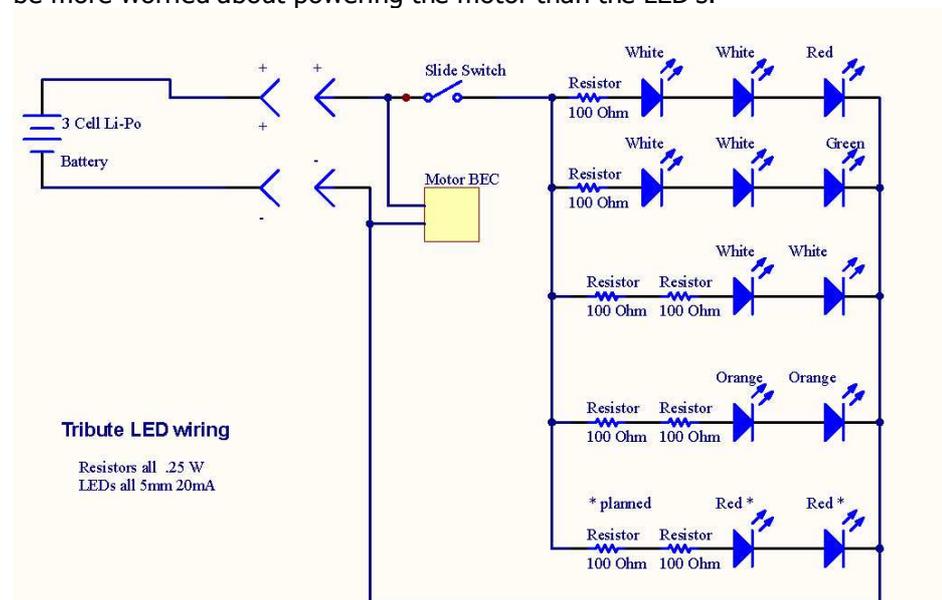
Fit LEDs to your Electric Plane and fly 24 / 7 !

Weather permitting being in the dark is no longer an excuse not to go flying. By fitting a bunch of the latest high efficiency LED's to your plane it's easier than you think to go flying in the dark – and LOTS of fun!

Here's how: rig up your plane so that you illuminate the following areas at a minimum;

1. The top of the wings
2. the sides of the front cowl
3. The fin both sides
4. "headlights" facing forward
5. I plan to add rear facing Red Tail-lights.

The LEDs are setup so you have 3 in series with a 100 Ohm resistor. Use the finest wire you can find. The order is not important, but the LED polarity is- ensure the long lead of each LED faces toward the 12V supply. For 2 LED's use 200 ohms (2 x 100 resistors). Each bank of LEDs will draw about 20-30mA which is not much- so no problem for a 1200mAh Li-Po 3 cell battery which can deliver... 1200mA, and will be more worried about powering the motor than the LED's.



Keep this article handy.

Then during the boring winter months pull it out and light up your favourite foamy

Then we can all fly into the darkness at this years December Twi fly

Ed

What LEDs do you need?

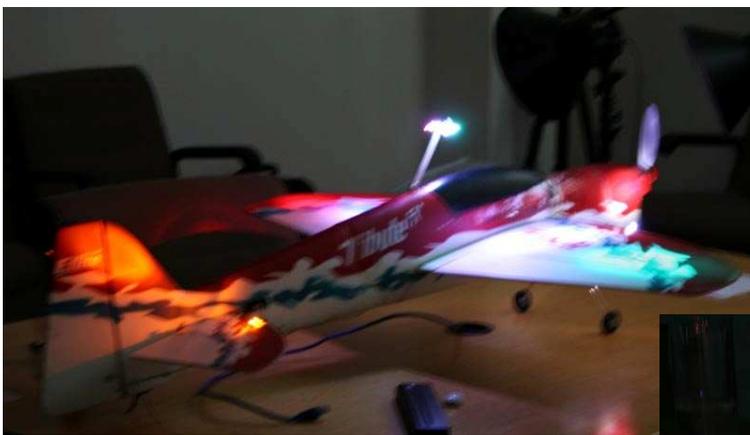
LEDs can be very powerful but the following LEDs are available online at www.altronics.com.au and they work well;

| Part # | Color | Light output mcd | Retail \$ each |
|---------------|--------|------------------|----------------|
| Z0806A | BLUE | 5600 | \$3.80 |
| Z0862B | RED | 6300 | \$1.95 |
| Z0865A | GREEN | 8500 | \$2.10 |
| Z0866A | YELLOW | 7500 | \$1.40 |
| Z0868A | ORANGE | 4500 | \$1.10 |
| Z0876B | WHITE | 13000 | \$3.95 |

I setup a post above the cowl as in the pictures which made it easy to illuminate the wings; as well I fitted a switch to turn the LEDs on and off. My E-flite Tribute has a total of 10 LED's setup as follows;

| Color | Qty | Area |
|---------------|-----|---|
| White | 2 | front Cowl/headlights |
| White | 4 | Wing main area |
| Red | 1 | Port Wingtip |
| Green | 1 | Starboard Wingtip |
| Orange | 2 | Rudder/Fin |
| Red | 2 | Rear taillights! (<i>plan to add</i>) |

The Tribute with LEDs on in a dark room – you can't miss it!



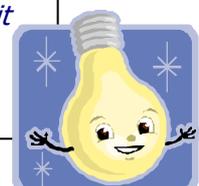
Flying Tips

Well it's a bit scary at first but surprisingly easy. After awhile it gets easier and I was able to do all the usual maneuvers including inverted loops, inverted passes and LANDING.(phew!) Its actually better to fly in near pitch black conditions- twilight is not ideal and you can lose orientation. Of course keep it in close, you can see the plane up to 100meters away but the orientation gets tricky. I found that with the plane heading away I could see it OK but not sure of the direction so plan to add rear taillights. The plane doesn't fly as well as when it was new- its pretty beaten up so I can't tell if the LED post makes much difference.

I'd like to hear of any one else's experiences at b.reaby@phasefale.com.au,

Sounds like a great Idea.

If there are enough interested out there and you are still not sure how to do it we may call on Brett to demo the assembly of this system at one of our club meetings at Dingley Hall



OS Engines Day

Always a very popular day so to help alleviate the queues when registering why not fill in your registration form in advance? Here it is .. go for it !

O.S Engines' Annual Fly In Registration Form

Name.....AUS No.....

Address.....

.....Postcode.....

Phone No (H).....(W).....(M).....

EMAIL.....

Club.....

Radio Brand

Entry 1: Pilot Name:.....

Model.....O.S Engine.....

Frequency.....Permit Number (*if applicable)

Interesting Facts About the Model e.g ARF, scratch built etc.

Entry 2: Pilot Name:.....

Model.....O.S Engine.....

Frequency.....Permit Number (*if applicable)

Interesting Facts About the Model e.g ARF, scratch built etc.

Entry 3: Pilot Name:.....

Model.....O.S Engine.....

Frequency.....Permit Number (*if applicable)

Interesting Facts About the Model e.g ARF, scratch built etc.

*** HEAVY MODELS MUST HAVE CURRENT PERMIT TO FLY!**

RADIOS MUST BE CERTIFIED!

\$2 entry fee per model

Stop Press

This article came in after I sent the newsletter to the printer so it is a bonus article for the members who receive the web version. Thanks to our team Captain Wal Schubach for the report

The VMAA Trophy was held at the State Field the weekend 18th and 19th of April

Well the weather was not kind to us as Saturday was cool and Sunday a cold wind blew most of the day.

Only four teams participated this year. La Trobe, Northern , VARMS and P&DARCS

Joe Tortorella was first off in helicopter and scored a nice second place
For scale aerobatics Glen Burgdorf took a well deserved first place
Roly Gaumann was our scale man and came third with his super Cub.
But how do you compete fairly against a third scale Cessna and a jet .
Paul Somerville stepped in at the last minute to fly the fun fly event
Tony Grieger had third place in thermal glider

Sunday started with musical landing (crash and burn) and Chris Caulcutt was hard pushed and came in equal first Kevin Chiselett Flew in club racing and managed a third place
Jon Goudge flew his Delair in old time duration and only managed one max
Final event was the most unusual model . Ivan flew his flying Father Christmas and Kevin and Paul flew their racing cars to a well deserved first place

Final scores were :-

| | |
|----------|-----------|
| VARMS | 22 points |
| Northern | 21 points |
| P&DARCS | 20 points |
| La Trobe | 19 Points |

So as you can see all clubs were very competitive and all in all it was a great weekend . The Northern club were great hosts who made every body welcome and made sure we were well looked after .

The VMAA trophy has been running for a lot of years now and we have for the last few years consistently run third. We certainly have the necessary talent in the club to win the event but we don't seem to have the enthusiasm. Even when the event was held at our own field the Club Captains job was very difficult as no one seems interested in competing. We have top aerobatic, scale and pylon and Old Timer flyers in our club so why don't we go for it and win the event one of these years? This years winner of an event with mainly power model events in it was VARMS – a glider club !!!

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