

The News

November 2008



PDARCS



Next club meeting

Wednesday 5th November 8pm Start

Dingley Community Hall- Marcus Road Dingley Village

Guest Speaker :

Paul Andronicou full size aerobatic display pilot

If you attend only one meeting per year this must be it

More details inside

A Picture Paints a Thousand Words.

Why I love scale models. No essay needed here. Just look at that shot.

This great photo came from Andrew Myslibroski and was taken at last month VFSAA Scale Rally.

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Editor's Bit



The year is really racing along and after this issue I will have only one more newsletter to produce for the year. Boy am I looking forward to a break. It takes a lot more effort than people realise to produce these few pages of info. The same goes for quite a few of the committee positions. When the club runs smoothly members, particularly newer members assume that there is very little effort required by the committee. Truth is it is quite the opposite and it is because of this behind the scenes work that the club does run along so smoothly. Quite a few of the committee members squeeze in quite a lot of work for the club each month and these are the guys that already have very busy business lives anyway. The time taken to attend to club matters is time they don't really have to spare anyway and could put to better use for flying.

Well, I for one appreciate the effort put in by the guys on the committee and on previous committees. If it was not for them we would not have the magnificent facility we have today.

As we get more and more new members joining our club we seem to receive an increasing number of complaints about "against the rules" behaviour. Now I am not suggesting that these members are knowingly breaking the rules. I am also now only singling our newer members. Over the last few years we have had a very large number of new members join us and as these guys have come from other clubs they are not necessarily familiar with our rules and procedures. The new members pack does contain a set of the rules. Maybe we should all, new and old members, spend some time reading them. They are also posted in the transmitter pound. Practices like taxiing in the pits may be allowed at some clubs but it is definitely not at ours and we have installed the start up pads for this reason. Whilst we have three runways please don't use them all at once, use some commonsense. Using the visitor sign in book is another procedure regularly over looked. So please sign in your visitor the book is in the clubhouse. You should also be aware that visitors are only allowed a couple of visits per year then they are expected to join. Visitors cannot fly if they are not a VMAA Member. Another very important courtesy that is not in the rule book is that The field is not open to General Flying when there is an event day unless it is gazetted as general flying allowed. This occurred at the recent VFSSA Scale rally there were quite a number of Heli pilots doing their thing during the event. I could go on but don't wish to get negative. All I ask is that new and old members alike look at the club rules and abide by them. And please be considerate to your fellow member.

Well that is about as serious as I have got in this column for quite some time so enough of that . Keep those articles coming please because as I have said before it is the variety that keeps this newsletter interesting.

Two great events this month, the OS day and the P&DARCS Electric fly in lets hope that the weather is kind to us and I will see you all there.

That's all Folks

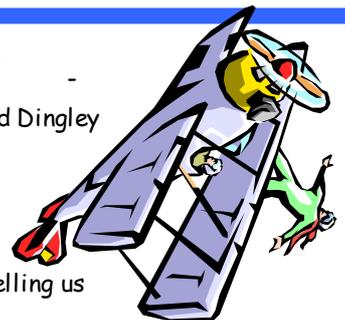
Next Meeting

Dingley Community Hall, Marcus Road Dingley

Wednesday 5th November

Should be a fantastic meeting this month with an Victorian Champion Aerobatic pilot Paul Andronicou telling us his story. Make sure that you don't miss this one.

8pm Start





“Presidents Ponderings”

Alan Coleman

Not too much to report this month, I have been away from home for a while. Two weeks working in Vietnam taught me that my legs are now not good

enough to go climbing around half completed buildings in a country that doesn't believe in safety barriers! So no more climbing for a while at least. Now back to the serious stuff.

At one of our recent meetings, a member raised the point that it was sometimes difficult to recognise a new member flying at the field, because so few people wear their membership I.D card. The strange face could be a new member, or he could be an uninsured “blow-in”! After some discussion, the committee has decided to investigate the adoption of a new and more substantial type of membership badge in plastic, rather than cardboard, which can be coloured to indicate a first year member, and which is fitted with a suitable pin, so that it can be worn on the vest, or on a hat or cap.

Members would be required either to wear the badge, or to have it in their possession, so that it could be produced on request. Any one unable to produce a membership badge could be banned from flying. Investigations are ongoing, and further information will be available in the near future.

In the meantime, the field is still looking good despite the lack of Spring rains and the weather is getting warmer every day, so let's get out there and enjoy!

Happy Landings

Alan Coleman

Secretary's Report

General meeting held 1st October 2008 at Marcus Road Dingley

Meeting opened at 2025hrs. Prior to the general meeting the DARCS Field held their A.G.M

Apologies: P Harrison, B Green

Minutes of the previous meeting be accepted:
Moved P Somerville Seconded M Norton Carried

Business arising from previous minutes: Nil

Vice-President: Will require a new wind sock, the one operating at the moment is starting to tear at the end

Secretary: Scale rally on Sunday 5th October, members can participate in a mini competition on the day. Veranda lights tripping the safety switch when they are activated, possible short in the lights, do not use the light switch in the club house until this problem has been rectified.

Treasurer: The club funds are good and the budget is on target. Weed spraying has been done, the ground is hard and dry but so far no cracks

Registrar: Have contacted 35 members who have not renewed their subscriptions, most of these are Provisional members. We now have a waiting list for Co-op shares

Club Captain: Sunday 12th October for a “fun fly” loops and rolls are the order for the day, no entry fee, a sausage sizzle at lunch time and trophies for the winners. November a competition for helicopters.

Editor: Running a little short on articles for the news letter, so if you have any interesting items put pen to paper and send them or E-mail

Maintenance: New blades on the mower, and another low flying light aircraft has been reported.

General: A draught for the disabled toilets has been prepared by W Schubach and has been submitted to the council, now waiting for a reply.

Committee is looking at durable membership card to distinguish members from non-members, this is a safety issue (insurance) When these cards are available it will be a requirement for All members to wear this identification. Catering is usually a volunteer exercise and we do sometimes have a problem with persons kindly giving their time to help in the kitchen, small events we can cater for but the larger events an outside contractor has been approached namely the local Cardinia School canteen personnel, P Somerville has contacted the spoke person for this, they have had a look at our facilities and are very impressed what we have, and are happy to cater for a large event.

Moved by P Somerville Seconded by D Trusler that the club proceed with the local school catering service to cater for all our major events. Carried
Security equipment is ready to be installed in the club and the weather station for the web site. November general meeting the guest will be an aerobatic pilot giving the members a view on full size aircraft flying.

Noise levels of radio models at the field was discussed, with the outcome being that excessive noisy aircraft will be diplomatically by the committee if the problem arises. December general meeting, a delegation from the scale association will give a talk and a demonstration of flying scale at the field.

Meeting closed at 2120hrs.

Next general meeting Wednesday 5th November 2008 at Marcus Road Dingley 2000hrs

What's On at P&DARCS

November

- 5th Club Meeting - guest speaker Full Size Aeros
- 9th Club Fun Fly Helicopter & .46 pylon racing
- 16th OS Engines Annual Fly In
- 23rd Electric Rally - field not open to General Flying

December

- 6th Club Meeting - at field guest speaker David Law (Scale)
- 7th APA Pattern Comp - field not open to General Flying
- 17th Annual Twi Fly & Break up (Wednesday Evening)

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

Nov	1-2	VMAA Committee visit to the Hosham club	VMAA
	8-9	Old Timer	Colona CMFC
	16	F3A Pattern Aerobatics	Rosebud West NMAA
	16	OS Engines Annual Fly-In	Pakenham P&DARCS
	22-23	Pylon Racing	Camperdown CMAC
	23	Scale Rally & mini-comp	Rosebud West NMAA
	29-30	Victorian State Championships: Helicopter	
		Melb R/C Helicopter Club Field at Bangholme	MRCHC
	29-30	Display Days and Swap Meet	Hamilton HMAC
	30	Old Timer	Haddon, Ballarat BAM

Vice Prez

Joe Tortorella

Hi guys, hopefully this terrible windy weather is past and daylight savings ushers in top flying days as we deserve.

I was at P&DARCS for the scale day and quite enjoyed myself. There was a great model turn out and the prize giveaways were supplied by SC MODELS. I would like to thank Gwen & Lisa for their effort catering lunch.

We at P&DARCS are having a pylon and heli day on Sunday November 9th. The pylon part is for basic high wing training models powered by 46 size motors. We would like the models to be quite standard so that all competitors have a fun day. Fred at Hallam Hobbies is offering \$10 off a classic kit for those who would like to participate. We are also using the inactive strip for helicopters for the day. Please don't disregard this day, get that 46 size motor you have and that bucket of servos that you don't seem to use anymore and fit off a trainer. The fun you have might just be your own. Come down bring your plane or heli and reconnect with P&DARCS

Facility Managers Report *Paul Somerville*

I have just restocked the clubs fuel stock again. Every year the cost of purchasing fuel seems to keep going up and up. I try to keep the purchase of fuel down as much as I can by going out and picking up the fuel myself, This alone saves the cost in 2 delivery charges, one for LPG and the other petrol & diesel. My friends and I that go to the Moto GP weekend that we attend each year also donated the remainder of our generator fuel 20 litres. Typical fuel uses during the year:

- 200 litres diesel
 - 80 litres petrol
 - 100 litres LPG
- Total cost \$550-00

Safety Officer Report *Paul Somerville*



This report is about my observations of what seem like very dangerous practices of helicopter pilots and their flying styles. I cannot understand why heli flyers hover either at waist height or head height only meters from the heli.

Why not hover at least 10 or more meters away from yourself and stand behind the barrier provided by the club. It has already saved a number of persons over the past few years since it was installed and it would give yourself a greater safety margin if something goes wrong. Only last year a heli flyer was decapitated in the states when a gust of wind pushed the heli back at him. Also when a heli crashes it sends parts flying in all directions at high speed so keep your heli well away from yourself and fellow pilots.

I have also seen heli pilots practicing 3D stunts way to close to themselves and fellow pilots. This is a

dangerous practice and must stop. You are welcome to practice 3D but please do them at least 3 to 4 crashes high and over the long grass on the opposite side of the runway. This will give you more time to recover your heli if it gets out of control. We have had a heli already crash into the pits this year due to loss of control whilst practicing 3D. Luckily no one was injured.

Safety From the Ed.

More and more of us fly Electric these days and gone are the days when an electric model was tiny and underpowered. We have large pattern sized model now that are electric powered.

Why do we not restrain these model as we do with our IC models?

Once the battery is plugged in the model needs to be restrained. Because as soon as the speedy is armed and bump on the throttle stick can send that model lurching forward. Let us use some common sense. Just coz its quiet doesn't mean it won't hurt you.

Web Man *Daniel Jenkins*

I've been organising the purchase of new security equipment, webcams & weather station for the club. Well, I now have all of the required kit & with the help of Paul Somerville am in the process of planning & installing everything.



The first step is to install power points & move the phone line. I have hit a bit of a roadblock there though. If you are able to assist in installing 3 power points or relocating phone lines please let me know. (Contact details on the front of the newsletter)

Once we resolve the power issue I can then install the computer & router at the club. This will then allow me to install the weather station & upload the data onto our club website.

Paul & I are planning where to site the security cameras & web cameras working out & what cables will be required. Once we have done all that, we will organise a mini working bee to install everything. When all the work is done, this will give the club 4 security cameras, 2 web cameras & a weather station that can be viewed via the internet. I'll give you a progress update in the next newsletter.

Newsletter: If you would like to receive the newsletter by email and do not currently get it this way then we mustn't have your email address on file. Please drop me an email and I will add you to the mailing list

webmaster@pdarcs.com.au and please also cc the registrar into that email.
registrar@pdarcs.com.au

Next Meeting 5th Nov

Victorian Full Size Aerobatic Champion at our next meeting @ 8pm Wednesday 5th Nov 2008

For the last few meetings we have been announcing that we have secured confirmation that Paul Andronicou will be attending our November meeting.

Paul Andronicou is a Melbourne based aerobatic air show display & unlimited category competition pilot. He began flying training in 1986 at Moorabbin Airport as a 17 year old. Paul gained his commercial pilots licence in 1990 at Benalla in central Victoria.

He then spent the next 12 months gaining experience as a pilot flying for a sky diving operation in the Northern Territory. After returning to Melbourne he was bitten by the "aerobatics bug" after a flight in a Pitts Special aircraft operated by the Victorian Chapter of the Australian aerobatic club. From that point on he has never looked back.

Competition flying started in 1992 at the sportsman level in a Bellanca Decathlon aircraft and later in the Pitts Special aircraft as he moved into the more advanced categories. In 1995 he acquired his first aircraft a Stephens Akro Laser that he flew in the unlimited class from 1996-2005 at competitions and at air show events. In 2005 Paul acquired his current machine the 300hp Extra 300S VH-XTR.

Paul has logged over 1300 accident free flying hours over the last 23 years. He was the winner of the Victorian Unlimited Championship title in 1998 & 1999. He is a holder of a zero feet low level aerobatic approval.



Paul has also built a Vans RV8 aircraft that first flew in April of 2006 and has now logged over 160 hours. His passion for aviation and aerobatic flying as a state and national competitor and air show performer has grown stronger each year.

Paul has dedicated himself to delivering a safe but exciting, loud , powerful & smoking performance.

He combines crowd pleasing tumbling gyrationals manoeuvres with precision stopping, accurate competition style flying.

You must come to the next Club Meeting at Marcus Road Hall in Dingley to hear Paul's amazing story and see some of his aerobatics on the "silver screen".

If this hasn't got your juices going check out Paul's web site www.extra300saerobatics.com

Registrars Ravings Rob Till



Membership List

The Membership List is published this month. It will be sent by e-mail to e-mail recipients of the newsletter. The list will NOT appear on the web site. Also due to a number of requests by members and our concerns for

the privacy of members the info provided on this list has been limited this year

If you have 'forgotten' to pay your membership fees you will not be on the membership list – and will no longer receive the newsletter.

New Members

Membership cards for new members are gold coloured to assist other members to recognise them and help

them settle down in the club. We hope that you will enjoy flying with us.

Please welcome the following new members:

Terry Byrnes, Cranbourne – new Full member
Wayne Evans, Noble Park – new Provisional member
Michael Fiddes, Dingley – new Full member
Ivan Hancock, Pakenham – new Provisional member
Michael Lui, East Doncaster – new Full member
Justin Lui, East Doncaster – new Full member
Dillan Stock, Pakenham – new Junior member
Ron White, Patterson Lakes – new Provisional member

We have run out of Club Caps! As soon as the new supply is received I will forward a cap to each new member. ***Still no sign of them !!!***

VFSAA Scale Rally

After a week of all four seasons the Day dawned beautifully . Light winds and clear Blue skies

Entrant where all on top of the daylight saving changes and turn up in force. The Albury lads must have turn there clock forward at 2am then decided to hit the road instead of going back to sleep. Great to see them here.

The Scale association have had a number of successful event at our field now . First was their State Champ and now their rally. I know that the weather was in their favour but scale is popular and it seems that it may be enjoying a bit of a revival. Make sure that you go along to their next event.

And even more importantly make sure you roll up to out very own Monty Tyrrell Scale Rally next March.

Big plans are underway and this should be a great event, Once again returning to its former position as one of the Must Attend events of the year.



Engine Out shot. Engine is out and on the ground here ! Anthony Mott putting some finishing touches to his AT-6



Not really scale so shouldn't be here but a great shot of a very nice model . Michael Boguts Modified Dual Ace , I Think



BEAUTIES!

Richard (Dick) Ryland

The most beautiful aircraft ever made



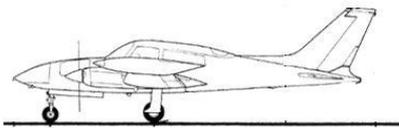
What a beauty! This gorgeous aircraft first flew as long ago as 1953. In 1960 the tail fin and rudder were swept back and Cessna suddenly had one of the most beautiful aircraft of all time on its hands. It is incredible that nearly fifty years after that modification

this aircraft is still such a head turner. Park one of these next to a selection of cars produced at that time and you will be convinced that this is a true classic, a timeless design.

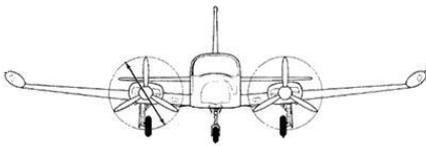
Like most good looking aircraft this one was a huge commercial success. Over 5000 of them were made over an amazing production run of 27 years. More than seventy have graced Australian skies. It seats five passengers and has a top speed of 238 mph. Despite its racy looks it has a good ability to land on bush strips especially with the Robertson STOL modification.

The USAF operated almost two hundred 310's which it bought 'off the shelf', without modification, and several other air forces also bought them. The undercarriage must be serviced more often than usual to avoid problems and the fuel system must be well understood to avoid fuel starvation accidents. While most were used as air taxis carrying passengers over shorter routes and as the company 'bizjets' of their day many are still flying as the private aircraft of wealthy owners.

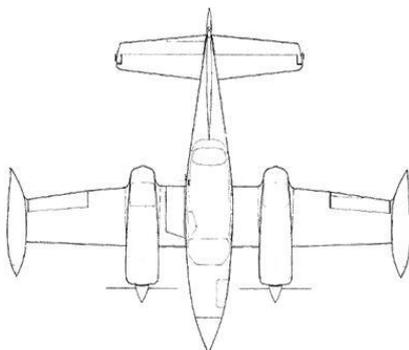
Many years ago while on a glider flight heading north towards the Murray River I ran out of thermals and began to search for a suitable paddock to land in. My day was well and truly ruined. I had hours of hot and thirsty waiting in a paddock for rescue in the form of a tug or trailer to look forward to and that would have been after I had trudged miles to a farmhouse to find a phone. Then, surely, a mirage?



A sealed airstrip appeared in front of me! Was I hallucinating? No! I was able to touch down on this beautiful runway in the 'middle of nowhere' and pulled up in front of a rather grand house. A maid (yes, seriously) let me in to use the phone, gave me the most wonderful glass of iced water and informed me that I had landed on a Melbourne surgeon's private airstrip. On the wall was a huge picture of his Cessna 310.



Cessna, that incredibly successful company, is renowned for reliable but rather utilitarian aircraft, some might even say boring aircraft, but in the early fifties the company let its hair down and designed the 310, the 'Ferrari of the air', definitely one of the world's most beautiful aircraft.



Yardbird YB22

David Walsh

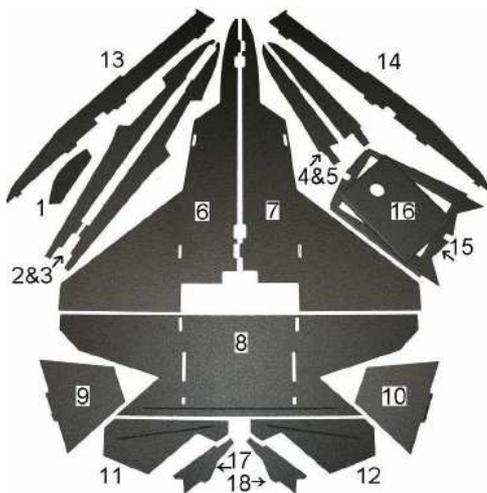
It was a spur of the moment purchase made just that little bit too easy due to the fact that Andrew had just written down my credit card details for another purchase.



Andrew Smallridge, the "s" of SC Models plonked two Yardbird boxes in the pits, mentioned the special price and then Kevin Chiselett, the "C" of SC Models hopped up and flew the YB 22. Damn it I want one. But I have 3 or four other gonna build boxes on the garage floor already. On top of that I don't have any bench space at the moment. I know! The Gonna Build pile is high enough for me to use as a bench to assemble this one on top of them!!!

Excuse me guys I'll just take this box and you can add it to my bill.

SC Models are the Importer of the Jet look alike foamies and they are great value for money check out the SC Models web site at www.scmmodels.com.au The models are made by a mob called Yardbirds and if you visit the Yardbird web site you can download a file to pop into your Realflight G3 and above and give it a test fly. This is exactly what I did on Tuesday night and after two flights rushed out to the shed to get the assembly process underway.



This is what you tip out of the box

Unfortunately I have a slight Mug moment as I had lost my shed keys. Half an hour later I found some spares and off I went. Well just another half hour later I had most of the basic components glued together and weighted down on the bench to dry so That was it for night one. 1 hour assembly time had elapsed. I was probably a third of the way through and I wasted half of that first hour looking for the keys to my shed!

Day 2:

Found my shed keys at work today, don't ask, coz I have no idea how they got there. Got home, checked out the TV guide and decided to slip in another 1 hour session. Ended up being only 45minutes but that was enough to get the rest of the construction done. I think that putting recommended 6 hinges in each elevon took me more time than actually assembling the rest of the model!.

Day 3 (different week)

Just one more hour saw me install the radio solderer slowed me down a little here. But boy does this little thing looks cool. Nothing little paint hear and there and commit aviation.....



Aviation is Committed

The recommended launch technique is interesting. You grab the model at the back between the two elevons throttle up and let go !!.

The model flies great and is really very easy to fly. I can see me sneaking out to the park with this one and I think that it will live in the back of my car to take advantage of every park I drive past during the day job. I can see myself having hours of cheep fun with this one.

If you want one of your own give Kevin or Andrew a call or visit their website at scmodels.com.au

Check out this u tube video assembling the yardbird on 5 minutes. The assembly didn't take 5 minutes but you can see how simple it is to put together. <http://www.youtube.com/watch?v=81ftTni3aNo>



The first half hours work waiting to dry. A few other bit have also been assemble but aren't in the photo.



and motor. Being the world worst before you know it the job is done. And left but to put the stickers on, apply a



NOISE.

Frank Dibble

It is only "noise" if the bloke next door plays La Traviata all day and you can't stand Italian opera. Otherwise it is "sound". "Noise" has an emotional subjective element. "Sound" does not.

The following is the history of this club as I remember it relating to the sound of engines periodically raising its ugly head.

At about the time that this club started, engines were undergoing considerable improvement. With it their sound became more obvious. Up to that time I don't think any model engines used mufflers but it was becoming apparent that if we didn't want to annoy any neighbours, and indeed make it more comfortable for ourselves, we would have to do something about it.

At first we simply encouraged the use of mufflers. It was difficult to do much more as practically no engine manufacturers produced mufflers to fit. There were some manufacturers producing add-on ones. Getting them to fit on your engine was up to you and usually at least involved making adapter plates to go between the manifold and the muffler. This led to production of some unusual mufflers including the "Murphy muffler" which had holes in it with a silicon sleeve covering the holes and producing quite a rude noise. Another was a simple manifold extension with alternate plates and washers screwed across the end. The Murphy tended to vibrate and wear a round face on the manifold and the plates on the other one continually got clogged up. The most effective muffler I used was large, a standard shape and made of steel.

Eventually the sound was loud and annoying enough even to the members to persuade the club to require mufflers on all engines over about .09. As usual, we were the first club to do this. There were of course loud arguments against them, many insisting that they reduced power, which was possible but not by much. There were of course several dyed in the wool, "noise equals power" merchants who would do all that they could to stop the muffler performing its function. Eventually various engine manufacturers started making mufflers to fit.

During this period we bought a sound meter. It became very apparent that from our point of view it was pretty useless. There were large variations in the volume shown depending on wind direction and volume (sound is cumulative) and generally where the meter was placed. It was virtually impossible to produce the same conditions for any two models. The last time I saw that meter the batteries had gone green.

In this connection I have a recollection of probably thirty years ago when some regulations were brought in specifying limits on the volume of sound of a truck. They included specifications for a soundproof building in which to test the truck. I think I stopped reading any further when I could not find anywhere to let the exhaust out.

After several years building development started nearby and we received complaints. I drove to near the top of the hill where the building development was taking place. A full-size light aircraft flew overhead and was far louder than the noise coming from somebody flying on our field. The difference was that the person flying on our field was doing continual loops, sounding very much like a control line aircraft going round and round, and I can well understand somebody finding it annoying. However, as development went on the sound we made disappeared amongst the noises of the motor mowers, radios and other noisemakers of modern society.

Partly because we anticipated further development near where we flew we, and particularly Neil Manassa, went looking for a property to buy and after one dud start from which we escaped he found our present field, negotiated the purchase and, probably the hardest of all, persuaded our members to buy it. We signed up for it subject to planning permission to use it as a model flying field. Everybody in sight objected (as one does, for good reason,) and Neil organised a display by appropriate models at the field. As the hay was high enough for a modeller, let alone a model, to get lost in for several days, you can imagine the type of models we flew. One of our members, Gerry Mussen, and an engineer from the council both brought expensive sound meters. They took them to the home of the nearest objector, a kilometre or so away. The models did not register and a truck going past nearly blew the needle off the meter. This simplistic approach quite possibly convinced the council bloke that we weren't a problem and the objector to give up.

The point is that the full-size aircraft and the truck going past both go away. We don't. I used to wonder why we didn't get complaints about pylon racing where mufflers were a joke. I think the fact that they only went for a minute or two and then did nothing for about ten minutes had something to do with it.

Over the following years that particular objector complained to the council several times. Eventually a meeting was organised between us and him and the council but he did not show up. I have my own theories. Generally, in those days we seemed to have very good relations with the Pakenham Shire Council.

As I see it the kettle has slowly warmed up again arising from some development and the advent of progressively bigger engines. Illustrating that even objectively volume is not the only consideration, a screaming 049 next to you on the ground

can be pretty objectionable but a couple of hundred feet up you do not even notice it. Conversely, several years ago I had occasion to stop my car, probably several kilometres from the field, and I could clearly hear a model aircraft engine, although at that distance I did not perceive it as being objectionable. When I arrived at the field I saw the model, quite a large one, and when it flew I did not regard its noise as any more objectionable than most other models.

Periodically a V8 rumbles around the corner past my house. It is not particularly loud but the noise seems to go right through my body. That's just me. Many years ago I had a client selling his house to move as far away as possible from railways. The reason was his wife's sensitivity to a very high frequency noise put out by trains. He could not hear it and nobody else complained of it but they had had various tests made and there was no doubt that the noise was there.

And so it goes on. The point of all this is that sound seems to me to be an enormously complicated matter on its own and you have to add to that the fact that, like pornography, its merits or otherwise are in the ears/eyes of the beholder.

Because it is all so subjective and complicated I have no brilliant sensible and realistic solutions. The readings on a sound meter might satisfy a bureaucrat and grudgingly send a complainant packing but unhappy. Simply complying with regulations rarely satisfies anybody and, after all, the primary function in life of any bureaucrat is to make life as miserable for as many people as possible. All we can do is to generally try to avoid upsetting the neighbours. If several members tell you that your model is noisy/annoying then it probably is.

Apart from picking on people who obviously have an excessively noisy aircraft, I suggest we reduce the possibility of and give ourselves some armour against complaints by endeavouring to not fly past the western boundary of our property. We have stacks of undeveloped room to the east. Indeed, flying over somebody else's property only gives them a second string to their bow of complaint. Because of the trees along the creek a pilot generally cannot see what he is flying over. This concern became very pointed some time ago when Frank Connelly and I went for a walk to the west along Fowler Road to a point where you could see the buildings the other side of the trees. There was a scale model aerobatic aircraft flying in 3-D mode low down directly above a building. He could not see the building. If I had walked out of that building and looked up and seen that aircraft my immediate reaction would have been to run -- anywhere.

I do find that if one can stall things off and be marginally sensible they eventually get solved by other changes. The big change that is happening to us is electric models. They are of course quite unnatural because they don't make a noise and are clean. Still, I would not be surprised if in five, ten or fifteen years time there will be modellers who do not know what an IC motor was.

By the way, I have done many stupid things in my life and one of them has been to not wear earmuffs when near model aircraft engines.

Don't forget these great events at P&DARCS this Month

As well as the great event show below we also have our club fun fly for Helicopters and trainer pylon racers. Please remember that there will no general flying during the electric event until the event is over.

OS Engines Annual Fly In 16th November 2008

P&DARCS Burley Field Wenn Road Cardinia.
Melway Ref 139, K1. or Keymap 18 pg 16

All Models Welcome
Must have current MAAA mem

Fantastic prizes o

All registered pilot with OS engines will go into the draw. An OS 200 is up for grabs so make sure that you are in the draw



Registration on the day from 9.30am
Proudly sponsored by Model Engines
& OS Engines.

O.S.



P & DARCS 8th ANNUAL ELECTRIC RALLY

proudly sponsored by **SC Models**

When: Sunday 23rd November 2008 - 9:30am to 3:30 pm

Where: At the P & DARCS flying field corner Wenn and Fowler Roads, Cardinia (see South Eastern Key Map Melways page 14) - google maps link
<http://maps.google.com/maps?hl=en&addr=Stardust+23+Nov+2008+Melways+page+14>

What: No formal comp just lots of fun flying - bring all your electric powered models and come and have fun

Raffle and prize giveaways of models and modelling goods during the day

For more details contact Derek Truster 0414 252 819 derektruster@gmail.com

SC Models will be on-site during the day with a selection of their products for your inspection and purchase.



Short Finals



Helicopter fun fly

Sunday the 9th of November 10am start



Simple competition
Flight in a triangle, land at each corner for five to ten seconds and complete the course in three minutes

A sausage sizzle lunch will be provided for all competitors

Need more information ring
Wal 9700 6166

Trainer Pylon Racing Is here

Sunday the 9th of November 10am start



Classic trainers and the like are welcome with 40-46 size motors

For more info contact:

Joe Tortorella 0403 050346
Or Keith Randall 0403 151015

Next Year Big Event will be the revitalized

Monty Tyrrell Scale Rally

Plans are well underway and over the next few years we hope to make the event one of the "Must Attend" events of the year

Next years event will be on the 22nd March 2009 and will have a number of trophy categories as well as Prizes for both contestants and helpers. There will be a car boot sale as well.

Scratch built or ARF are welcome but they must be a scale representation of an actual full size aircraft.

So Make sure that you order a scale model this Christmas

Next Months Club Meeting: Sat December 6th at the Field;

Our guest speaker will be David Law, contestant at the Scale World Champs on a number of occasions He will be speaking on scale techniques and demonstrating the scale flight schedule. More in next month news

Who Needs a Top of the line Futaba R/C set for \$300.00?

Yep! That's right this is a 9 channel computer radio, complete with all the bells and whistles plus bits and pieces you need to throw it into your model and away you go. Here are the full details of the package:-

Futaba PCM/PPM R/C System

Model No. FP-9VAP

Channels 9

Application F3A Aircraft & Helicopters or for general flying

Certified on 36.390 Mhz was certified to use 605 & 643 too!

4 Futaba Servos

Rx Battery

Switch Harness

9 Channel PCM receiver

Changeable Rx Module 2.4 Ghz compatible

Spare Rx & Tx Xtals for 36.605 & 36.430

240 volt Charger

Original aluminum case plus full Manual etc

This is an extremely versatile outfit in perfect condition with all the features one could ever want; like dual rates, mixing functions, flaps, spoilers, exponential, snap rolls in both directions, sub-trimmer pots, timers, screen contrast adjustment, battery alarms, helicopter functions and much much more.

This unit would make a very economical entry into the new world of 2.4 Ghz flying.

Contact Phil Langton on 0411 038 207 or at Addies Hobbies 9773 3955

For Sale

Saito 80 FS. New still in box \$340 call Lindsay. 95805352

Simulated Sale

Don Klein has a great Planes Real flight V3.5 for sale. This is brand new, in the box, never used so it would be a great buy. There is a story behind just how Don ended up with a spare copy but I must leave that story untold. Until the next Mug of the month column that is.

It contains :

- 1) RealFlight G3.5 Flight Simulator
- 2) G3.5 Interlink Mode 1 Controller
- 3) RealFlight Add-Ons Volume 2
- 4) All documentation & instructions

Price \$150

please call Don after Hours on 9528 5135



Lost & Found



This starter motor was found at the field a few months ago, the owner rang me but still hasn't picked it up.: So, Found at field, looking for new home unless owner picks up asap

Contact Paul 0425711277

- Wal has also found a heavy duty starter motor plus a glow driver so if the one above is not your lost started give Wal a call on 9700 6166

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