

The News

May 2008



PDARCS

Next Club Meeting

Saturday 3rd May 12 noon

BBQ followed by club meeting

Our guest this month is David Pratley of Hyperion Products

And the Formula 1 Grid lines up !!

The Bay 13 Team effort for the Unusual model event at the VMAA Trophy.

1st Place - can't do any better than that.



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- Committee Reports
- Beautiful Aircraft
- VMAA Trophy report
- Realism in Flight
- Trial & Tribulations or running a racing team
- Mug of the Month

Editor's Bit



What the heck is happening to this year? It seems to be vanishing at a very rapid rate and I must admit that I seem to be struggling to keep up with the newsletters of late. The next one seems to be due almost right after I finish the previous one. Fortunately though I have a supply of articles from the members who have taken pity on me and decided to chip in an help out so a big big thankyou to those guys..

The VMAA Trophy has been and gone and whilst it was a bit low on Clubs entered this year it was still a fun event. It is such a pity that more clubs done give it a try. I guess that it is a sign of the times though. If it was a fun fly event and not competition I bet the numbers would be up substantially. I'll let you in on a secret though; the Sunday in particular is a fun fly. Well, if you call 50 guys peeing themselves laughing at the Musical landings and Unusual model events Fun, then I guess we could classify it as fun fly event.

Now that my Flying car has been built and flown I guess that I can get back to the normal projects . Now I know that most of the Bay 13 mob think that I am telling



stories when I tell them that I am actually building new models so I have included a photo of two nearly finished projects. I think the guys were actually quite shocked when I rolled up with a finished flying car actually particularly as I only started it at Easter. I had been telling them that it was well underway when in fact the only finished components were the ones they gave me at the start of the project 12mths ago.

Anyway enough of the waffle it's about time you read on but before I go I'll give you a handy modelling tip for free. If you are always being sprung by the wife buying new models here is a solution. If you have a large box from a previous model leave it on the garage floor and moan and groan about how you never get the time to build it. This makes the wife notice that box and she gets use to it lying there untouched. Now as long as all of your new models are smaller you can slip the new kit into that box and it is the perfect hiding spot. She'll never look there.

Good job my wife doesn't proof read this anymore Hey!!!

That's all Folks

Next Meeting

At the Field

Saturday 3rd May 2008 12 noon start



BBQ followed by club meeting

Our guest this month is David Pratley of Hyperion Products
David Pratley is the Representative for Australia for Hyperion Products and a big bunch of other items like Hot Liner Gliders, JR Radios and exclusive Glider Tow Winches. Dave is providing the main Raffle prize this month and may also do some product demonstrations.

See you there

Secretary's Report

General meeting held 6th April 2008 at "The Burley Field" Cardinia
Meeting opened at 1310hrs

"Presidents Ponderings"

Alan Coleman



The VMAA trophy day was run by the VMAA team at our field on Saturday and Sunday, April 12th and 13th. The event was generally well attended and the weather was reasonable for both days, with a brisk wind, although it became

quite cool late on Sunday. A total of five teams contested the events; Doncaster, Latrobe, PARCS, P&DARCS and the Northern Flying Group. The traditional "Mini-Olympics" was held on Saturday night, and all present had a lot of fun. The Car Boot sale was a new innovation, and could become a regular feature.

Our team performed very creditably, earning us third place only three points behind the winners Doncaster. Unfortunately, Ivan Chiselett, who was to fly scale aerobatics, came down with a severe dose of shingles, and was unable to attend, and we were not represented in this event. Had Ivan been able to fly, we might well have won the day. This was our best performance for some years, due largely to the efforts of Club Captain Wally Schubach and his team. Congratulations to all involved. Thanks also to Gwen Robinson, Gwen Coleman, Judy Wescott, and Linda Burgdorf who helped the Catering Officer in the kitchen. A special thanks to new member Bruce Smith, who manufactures a mean Hamburger.

At our last general meeting, a member raised the question of how we should handle the situation when someone showed up at the field with a transmitter which did not have a sticker certifying the accuracy of the nominated frequency. This gave rise to a good deal of discussion. Some felt that perhaps we should show some tolerance, as we did not want to discourage possible new members. Others felt that we should stand by the MAAA rules, which state that any transmitter to be used at the field should be properly certified

There should be no misunderstanding on this issue. The MAAA rules require that "the transmitter and receiver are tested by an M.A.A.A. registered radio testing station" and that "the tester attaches a sticker indicating the bandwidth" at which the unit operates. A list of registered testers is included in the current VMAA Directory. If this direction is ignored, and an accident should occur, our insurance would be voided, and the club may be faced with a significant cost. We cannot afford to take unnecessary risks, in order to gratify potential new members.

Apologies: P Langton, F McPherson, F Webb, R Davis, P Somerville, D Walsh.

Minutes of the previous be accepted:

Moved B Swift Seconded F Connelly Carried

Business arising from previous minutes: Nil

President: Investigating the construction of the disabled toilets and ramps leading to the club house, will report back to the members at the next general meeting.

Received a letter from the government on the desalination project, and our field could lie in the belt area which the pipeline could pass through, this was passed on the Co-op as they own the land.

Secretary: I have received some interest for the Pakenham Expo weekend 17th-18th May would like any member to contact me on this matter. Last weekend I was called to apply first aid to a member who was not quick enough to remove his fingers away from a prop, the scissors and tweezers are missing from the first aid kit and band aids are gone, over the past couple of years I have put scissors and tweezers in the box but they have disappeared. I will replace these items. **These are to be used only for medical procedures.** Do not take any first aid equipment from the club house.

Treasurer: The finances of the club are good, the club fees will be discussed at the next general meeting it appears at this stage the club fees will remain the same.

Registrar: The renewals next month, make sure that all the correct information is on the renewal form, if not, there is facilities on the form to amend the information. Please put in any qualifications that you may have in the appropriate space provided. Please get your returns in early.

Club Captain: We have a full team for the VMAA Trophy, we will need some assistance for this event in the general duties also come along and support your club. Saturday night will be a fun night, dinner will be 6.30-7.00.

Facilities: Have a safety bar to be installed on the "fergie". Blackberries have been sprayed. This year the East strip to be levelled.

Catering: Will need help in the kitchen at the VMAA Trophy Saturday and Sunday

General: The weather meter needs to be re-calibrated on the temperature gauge Barry Law (President of the Co-op) congratulated the members on the presentation of the club area.

South Pacific Competition at Shepparton, A.R.F. and classic scale, it has been suggested to have a meet at P&DARCS? some time in August, Brian Green will coordinate the event.

It has been noticed that radios have been switched on without putting keys in the Tx board, for safety reasons this practice must stop. Your key must be in the board before switching on your Tx. All Tx must have the certification sticker on the Tx before being allowed to fly at this club. Congratulations to Gared Goudge for today obtaining his Bronze Wings.

Raffle of an electric plane won by John Goudge

Door prizes the compliments of Addies Hobbies.

Meeting closed at 1405hrs.

Next general meeting Saturday 3rd May 2008 at the "Burley Field" 1300hrs.

What's On at P&DARCS

May

4th Club Meeting at Field
Special guest presenter Hyperion Australia

June

4th Wednesday Club meeting (visit to Rotex Engines)

What's on elsewhere

May	3-4	Annual Fun-Fly weekend	Mildura	VMAA
	4	Victorian State Champs: SOS & Large Scale		SAM
	4	Twins and More Fly-in	Darraweit Guim	BRMFC
		A new event for twin-engine (or more!) models		NFG
	10	VARMS 40 th Anniversary Celebration.	Power models, gliders, aero-towing, etc.	VARMS
	10-11	Old Timer	Haddon Field, Ballarat	BAM
	16-18	Golden Era Air Races	Shepparton	VRF
		Don't miss this!!!		
	17-18	IMAC @ Cobram (scale aerobatics)	Cobram	MMAC
	18	Pylon Racing	Bacchus Marsh	BMMAA
	18	Fun-Scale Fly-in (Mid May Muster)	Bairnsdale	BADMAC
	18	Scale Rally	Canun Downs	PARCS
	24-25	Vic State Champs: F3A Aerobatics	Bendigo	BRCAC
	24-25	Inaugural Autumn Scale Rally	Albury	TCMAC
	24-25	MAAA Council Conference	Hobart	Tasmania

Sausage sizzle before the commencement of the meeting.

Vice Prez report..... *Phil Langton*

Our new *Webmaster* is doing a great job so when you see him at the field please let him know.

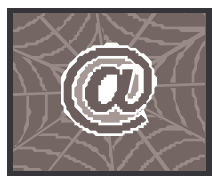
Our *May Club Meeting.. on the 3rd May will have David Pratley* as our guest speaker . David is the Representative for Australia for Hyperion Products and a big bunch of other items like Hot Liner Gliders, JR Radios and exclusive Glider Tow Winches. Dave is providing the main Raffle prize this month and may do some product demonstrations as well.

And don't forget that our June Club meeting (*4th June on Wednesday night @ 8.00pm*) will be an excursion to the **Rotec Radial Engine Company, 29 DeHavilland Road, Mordialloc**. All visitors and prospective new members are welcome.

The proprietors Paul and Matt Chernikeeff will be giving us an update on their progress into the UltraLight Aircraft World with their fabulous radial engines and the three Ultralights they are building. More info next month.

Webmaster

Daniel Jenkins



You can now email your committee members via the following emails which are linked via our website to the committee members personal email addresses. In the format below they may be easier for you to remember:

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webmaster@pdarcs.com.au	Daniel Jenkins

From the Ed.....

Last month was the very first time that we issued the newsletter electronically. From the feedback I have so far the exercise was very well received.

My long term plan is to issue both the electronic version and the Hard copy version for the next couple of month and then I will stop sending the Hard copy to those members with email addresses. This will give us time to fine tune the email list and ensure that we have everyone's email address correct.

I am sure that you all agree that the on line coloured version of the newsletter is far superior to the black and white hard copy. Plus you will receive the newsletter a few days earlier than normal as the printing folding and mailing process is cut out. I also saves the club a bit of money and saves me a lot of tedious folding duties (I spend a couple of hours folding each month)

If you haven't already advised us of your email address please do.

If we have everyone's email contact it also enables us to advise members of any urgent issues that arise between newsletters or send reminders about upcoming events advise on working bees, field closures etc. It is definitely a much more efficient and cost effective method of staying in touch with our members.

I hope you embrace it.

Wanted

Stinson Reliant

Does any member have a three view of a Stinson Reliant that they can lend me, sell me or advise me on where I can obtain one please,
Contact Wal on tel:- 9700 6166

VMAA Trophy Results

It was a close fought battle this year and the top three clubs were only 3 points apart. Results are below and a full report from Wal is on the next page.

Helicopter	1 st place	Alan Foley
Fun Scale	2 nd place	Peter Harris
Fun Fly	5 th place	
Thermal Glider	2 nd place	Tony Grieger
Electric Glider	3 rd place	
Musical Landings	3 rd place	Chris Caulcutt
Club Racing	5 th place	Kevin Chiselett
Old Timer	4 th place	Robbo
Unusual Model	1 st place	Bay 13 crew

Club results

Doncaster	1 st	33 points
Latrobe	2 nd	32 points
P&DARCS	3 rd	30 points
PARCS	4 th	26 points
Northern	5 th	24.5 points

It was a little disappointing as usual to see so many members staying away from the event. As I mentioned in my editorial the event, particularly on Sunday is a lot of fun to watch. You really should make the effort next year to come and have a look. Or better still volunteer yourself for an event.

Catering

Pearl Schubach

Many thanks once again to Gwen Robinson, the twins Judy and Gwen and also Linda Burgdorf. Makes life easy with all your help. Also a big thanks to a new member Bruce Smith who did a great job with the burgers, he's so quick!

The canteen just doesn't work on these big days without the support of people like those mentioned above Thank you again

BEAUTIES!

Richard (Dick) Ryland

The most beautiful aircraft ever made

Lockheed Super Constellation

The 'Queen of the Skies' the Lockheed Constellation pioneered the now famous and well worn Kangaroo Route from England to Australia in the late forties. She was a thing of beauty from the very start with that extraordinarily graceful fuselage curving down at the nose then sweeping up at the rear to carry that distinctive triple tail. A later stretched version to seat 109 passengers was named the Super Constellation and she was even more beautiful. She is one of those aircraft that looks good from any angle whether in the air or on the ground.

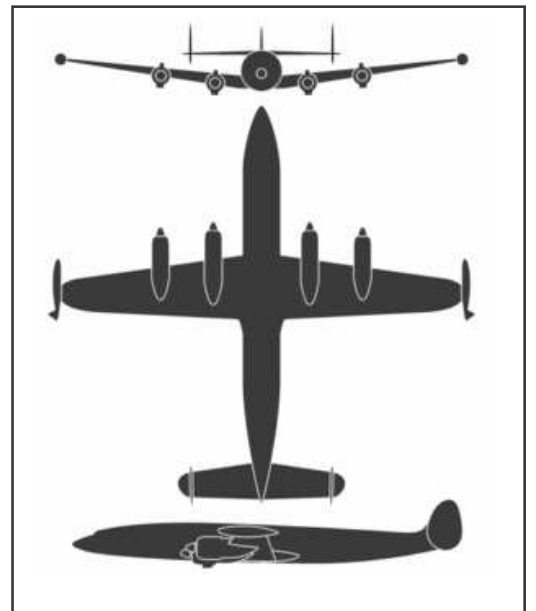
Here are couple of interesting anecdotes concerning the Constellation, or the Connie as she is often affectionately referred to. The first is that the wing is basically the same as the wing of the P-38 Lightning WW2 fighter aircraft also made by the Lockheed company. No, no, I have not been drinking! It is basically the same only scaled up in size.

The second is that Lockheed may not have had enough orders to go into production with the Constellation if it had not been for the fact that Howard Hughes who placed large orders for TWA could not accept that propeller driven aircraft would be supplanted by the new jets. It was not an unreasonable forecast at the time. He just lost out in the lottery that is forecasting the future.

Our wonderful Historical Aircraft Restoration Society (HARS) rescued a military version of the Constellation from the famous Arizona 'boneyard' and restored it to represent one of the passenger aircraft operated by Qantas and they regularly fly it at airshows all over Australia. I saw this aircraft at Mangalore several years ago and was delighted to be able to walk through it. Looking into the cockpit I was rather shocked to see how small it is and the vast masses of dials and switches looks quite archaic these days. The smoke occasionally generated on start-up has to be seen to be believed. Incredibly exciting to the enthusiast but I couldn't help wondering what the passengers thought of it back then. Those passengers by the way paid *tens of thousands of dollars* in today's values for their international tickets. The massive Wright 18 cylinder 'corn cob' engines were masterpieces of engineering but their reliability would

not be acceptable today. Indeed some of the more regular passengers used to refer to the Constellation as the 'best triple-tailed triple-engined plane in the sky'!

Despite these imperfections she will always take our breath away as she rotates so gloriously at take-off, flares so majestically for landing or simply cruises the skies so serenely. The Lockheed Super Constellation, *the Queen of the Skies*, one of the most beautiful aircraft ever made.



VMAA Trophy

by the Team Captain

As you are all aware the VMAA Trophy was held at our field on the 12 & 13th of April. For our new members, the Victorian Model Aeronautical Association invites all clubs in Victoria to put in a team to compete for the VMAA Trophy.

The weather on Saturday started off overcast but turned in to a sunny day with a brisk wind. Our representative in helicopter was Alan Foley who put up two excellent flights to get first place. He's having his thumbs insured for a \$ 1, 000, 000 each.

Next round was scale aerobatics which was to be flown by Ivan Chiselett who was struck down at the last minute with shingles and was unable to compete.

Peter Harris represented us in Fun Scale and gained a very commendable second place, well done.

We were represented in the Fun Fly by Peter Harrison who was not in the race against the more experienced pilots but had a very good try.

In Thermal Glider Tony Grieger, aided by Angelo, who with a borrowed glider and the first time launching from a winch, was able to get a second place. Good onya.

To end the day an evening meal was provided, by the VMAA, for all who cared to stay. After dinner a Mini Olympics games were held. Each team were a mix of every club. And precious bar's of chocolate were awarded to the winners. A great night for all who attended.

On Sunday the sky was overcast all day and once again a brisk wind.

First off was Electric Glider and our entrant was Toby Gauman. A big thanks to Robert Mc Donald of the Northern Flying Group who changed their clubs frequency to enable Toby to fly. It was nice to see a son supported by his father and Toby got a well deserved second place. Just great.

We were robbed in Musical Landing as Chris Caulcutt had to compete against electric foamies but still managed to get a well deserved third place. We have put in a protest against the electric foamies.

Club racing was flown by Kevin Chiselett who only managed a 5th place. In this event we would like to see the VMAA have half a dozen or so of engines all the same, select one from a box and the entrants will all using the same engines. The race will then run on flying skill.

Ian Robinson was not up to his usual form in Old Timer as he had had an accident with his foot and was hobbling around on a walking stick and only managed fourth place.

Anybody who had frequented the field lately would have noted work being done on a number (6) of flying motor cars. These were our entrees in the Most Unusual Model event. The cars were lined up in bay 13 and when it was time to start Nobby Clark's engine refused to run. Paul Summerville, David Walsh, Kevin Chiselett and Andrew Smallridge were the stars of the show. The under cart on Andrews car would not lock in place and was prone to shifting. On first take off it went right into the edge grass strip. Next take off it headed across the field at 45 degrees. Some of the comments from the on lookers were, "Get a wheel alignment", "Go to Bob's arage" etc. cause of much laughter. Well they earned us first place. Good show.

Doncaster took a Four and Twenty pie, with sauce, out of a paper bag and and flew it very nicely. About a metr in diameter, very innovative. La Trobe flew a full size man. There was a 60 size boomerang with an extra wing to which hah been fitted another four engines. Flew quite sedately. The other entry had wheels on the top of the wing and took off and landed inverted.

As team captain I would like to thank all members of the team, for their help and advice, and all the club members who came and did the timing, flag waving etc. Cannot forget the kitchen helpers who fed the multitude. They made just on \$700 for the club.

For me it was a big learning curve and if elected team captain next year will start organizing a lot earlier.

All the best,
Wal.

Photos from the
archives of
Thommas Walshy



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Knobby's Back

That's right folks we have more in the continuing series of coping with flight. This month Knobby looks at realism in flight. Is it really possible?

Knobby's extensive credentials include, Crashing his P40 in a stall turn manoeuvre, having the engine of his flying car fall out and much much more. so sit back relax and enjoy the article

One of the scoring points in the scale flight schedule is "Realism in flight". This article considers what happens to the physics of our models when we try to fly them so that they look realistic.

WWII fighter aircraft had cruising speeds of 250-275 mph and maximum speeds that crept up from about 350mph in 1940 to 400mph in 1944. In terms of g forces, most pilots tend to blackout when subjected to 6g for more than a few seconds.

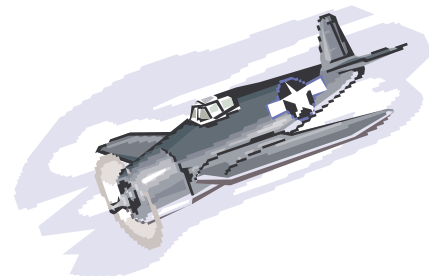


Table 1 - Turn radius by speed and g force

Turn radius (feet)				
Acceleration (g)	3	4	5	6
Prototype Speed (mph)				
250	1400	1050	840	700
275	1695	1271	1017	847
300	2017	1513	1210	1008
325	2367	1775	1420	1183
350	2745	2059	1647	1372
375	3151	2363	1891	1576

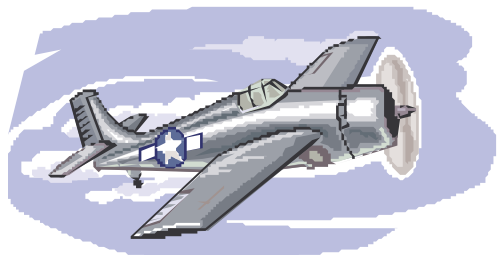
Table 1 above shows the turn radius corresponding to different g forces at various speeds. If you like, the last column shows the tightest turn radius that a pilot can stand at different speeds. This seems to correlate well with the aircraft assessment reports which gave both the Spitfire and the Bf 109 a minimum turning radius of about 850ft.

Table 2 - Corresponding circle times

Circle time (seconds)				
G force	3	4	5	6
Speed				
250	24	18	14	12
275	26	20	16	13
300	29	22	17	14
325	31	23	19	16
350	34	25	20	17
400	36	27	22	18

Table 2 shows the corresponding times for the aircraft to complete a full circle. This is the invariant that makes the model aircraft look "scale". The model should perform the manoeuvres in the same time as its full-size prototype.

This shows us that, even if we pull the tightest turn that a real pilot could stand, we still need to take a long time over the manoeuvres. Think about a horizontal eight that takes at least 30 seconds and would be better at 45-60seconds. Think about a simple loop that takes about 20 seconds.



Let's look some more at the physics so that we can understand why those numbers give us such difficulty.

Table 3, on the next page, shows us the corresponding scale turn radii for a 1/7th scale model. Remember the last column corresponds to a full-size pilot who is probably going to blackout !!

Table 1 - Corresponding scale turn radii

Scale factor	7				
Scale g force	0.43	0.57	0.71	0.86	
Scale radii (feet)					
Prototype Speed (mph)	250	200	150	120	100
275	242	182	145	121	
300	288	216	173	144	
325	338	254	203	169	
350	392	294	235	196	
375	450	338	270	225	

This shows us that a scale-like horizontal eight ought to be about 600 feet from end to end. It also shows us that a scale-like loop would go from ground level to about 400 feet and back again. That's clearly going to be difficult to fit underneath a 400 ft ceiling.

The other interesting factor is the effect of scale on g forces. The g force is proportional to the scale factor so that the pilot of our 1/7th scale model will experience exactly 1/7th the g forces suffered by his full-sized counterpart. In full-size, a pilot might enter a loop at full speed and pull 6g on the up line. By the time he gets to the top, he will have lost speed and, keeping his radius constant, will now be pulling, say 3g, so that he is still experiencing 2g positive as he pulls over the top. Our scale pilot who attempts a geometrically similar manoeuvre, will pull a modest 0.86g at the start and will be pulling 0.43g over the top. This means that, when we add in the effect of gravity, he, and the model, will be suffering 0.67g negative. To keep the desired constant radius he will need to make a much bigger effort to “open up” the loop than his full-sized counterpart and will even need to use power and down elevator to hold an “inverted flight” segment over the top.

These calculations show us that it is impractical to fly truly scale-sized manoeuvres at scale speed. However, even at half the correct size, the manoeuvres are still much bigger than those performed by most sports flyers. The lesson is that if you are trying to fly scale you must practise flying very smoothly and as big as you possibly can. Practise flying big loops in segments: three seconds to vertical, three seconds to inverted, three seconds to vertical dive, three seconds to recover.

pdarcs.com.au

When was the last time you visited our website?

With our new webmaster onboard our site is ever changing so regulars visits are a must. Soon we may have a forum up and running and who know what next. Our Photo gallery has shots from the recent VMAA Trophy and the Monty Tyrrell. Under event you can check on what is coming up at club meetings or at the field.

Make sure that you check it out.



The Trials and Tribulations of a Le Mans Racing Team.

In the hugely expensive professional sport of Formula one and LeMans racing, state of the art design is foremost .

I am hoping that this short insight in to the development process and trial and tribulations of one of the newest formula one team on the scene will give you motivation to achieve the impossible.

The SC Models Bay 13 Racing Team

It started with just an idea. Something that Bay 13 never seem to be short of.

After months of telling everyone that our club could do much much better in the VMAA Trophy, they decided that it was up to them. They must lead by example. Wally had already taken the reign as Club Captain and was scouting for pilots for all of the events that required skill so that left the Bay 13 crew out of the equation . Unusual model! That's right up our alley.

The Pow Wow started and Ivan being the biggest won so we set to work building Flying Cars. Seven cars in all were on the building board. Everyone said that they were hard at it and had the nose to the building board but in reality I think only three had actually made a start. When Ivan brought his finished model out to test fly The guilt's set in and quite a few of the others got to work on theirs. Me , well I moved my cut foam pieces a bit closer to the building board so I could see it better.

By Late January Ivan's had flown a couple of times Kevin has got his earlier model ready to go again and the others were well under way. I was still looking at mine

Early March arrived, the event was in mid April and still only Ivan and Kevin had one . Then suddenly, Knobby produced his Blue and White F 1 flying car. The excited procrastinators surrounded his model to see how it was built and to see it fly. It looked good, Hmm not sure about that firewall though . Knobby did his pre-flights and started up the OS 108. Grrrrrrr cluncj cunch !! The motor breaks free of the fire wall and flops on the ground. The crowd disperses shaking their heads.



Knobby is down for the count

A week or so later Paul brings out his shiny new red Ferrari . Looks good, and this one actually flew well . Unfortunately it fell down a sprinkler hole taxiing back and the motor broke loose.

Only three weeks to and we still have only four . One of which is Kevins and he cant get the motor to stay running, One whose motor fell out and another that fell down a hole!. Andrew told us that his was nearly ready and I decided that I had better start building mine !

The following week Ivan, Paul, Kevin, Andrew and Knobby all took there pride and joy to the field to test fly again. I was still building having left my run just a bit late so wasn't there. Ivans flew very well, it was well trimmed by now. Kevin still couldn't get his motor to run, Pauls also flew well this time and survived the landing. Andrews refused to leave the ground and Knobby crashed again. So still only two that were operational and only one week to the comp. I was building faster !



And then there were four

Early Friday morning on the weekend of the comp I took my kinda finished OS 160 powered car to the field. Take off was excellent. The ailerons were very touchy , it rolled great ! One and a half circuits later the tail plane ripped off t the model and a forced landing was made just a foot and a half from a concrete drinking tough. Well, it was repairable and I knew it would fly.

Sunday arrived and it was a very busy day at the trophy. Our event was late in the afternoon. Funny thing about this event is that every one hides their models during the day as if they are all top secret projects. Silly really..... So we hid them in the Shed.

As the event start came close unusual models started to appear. A flying meat pie was spotted and a trainer with wheels on top and a model so secret that it was covered by a tarp appeared on the scene . Then a huge flying Homer Simpson was spotted. I grabbed my model and placed it in the pits. It drew a few onlookers but they didn't see one flying car as a threat. Then the sound of a tractor starting up was heard and Paul pulled a trailer full of flying cars around to join me. Now that attracted attention. The game was on.



Grid Girl Pearl

The cars were lined up side by side and when our time came we started them up one by one.. Well actually it was a bit chaotic as some wouldn't start. Kevin and Paul were in the air first ably flagged off by our grid girl Pearl Schubach. Finally my model fired up and I was also off , three up now. Andrew was next but his car just zig zagged all over the runway refusing to leave the ground. Poor Knobby was still flicking his prop in the pits.



Looks like a take off but it was actually a landing. !!!

Once Andrew stopped entertaining the crowd on the ground I thought that I would try some aer obatics while Kevin and Paul flew top cover. The grass cutting r recoveries from the maneuvers certainly entertained the onlookers and got my heart rate up.

The end result was a win in the most unusual model event . A great team effort and a lot of fun. (a big thanks to SC Models for supplying the covering for most of the cars)

Mug of the Month

Well as you have already read the flying race car story which contains more mugs than I will ever need. However! there are still a couple that I would like to mention as it would be ungrateful of me to ignore their effort to maintain the muggy standard set by previous entrants in this column.

Firstly, I am not sure who was at fault in this incident, because I wasn't paying attention, so I will do in all parties involved. I was relaxing on a weekday visit to the field and I must admit that I was paying more attention to Don Klein in case he gave me a good story, than I was to the bunch of retirees scurrying around readying our Presidents new model for its first flight. Out of the corner of my eye I could hear them chatting and assessing the flight readiness of Alan's new model.

A little later I noticed them out at the runway preparing to take off. Lost interest in them though as I saw Don touching his model, it looked like he was pretending to know what he was doing as he fiddled with a hatch screw or something. Then out of the corner of my other eye I spotted a broken model being carried back to the pits and being placed on the table. It wasn't long it was surrounded with 100 years or modeling experience. Don't get too excited this was only two guys, it was during the week after all. However, it didn't take long for a larger group to swarm around the remains to analyze the cause. Wasn't hard to locate Fred told me As he waved about 3 kilos of lead around (slight exaggeration there I must admit) "Do you see any glue on this? Do you see any glue?" Fred calls. Happy in the realization that his piloting hadn't caused the crash. Yep It looks like Alan had installed his whole collection of lead onto the floor of the model without securing it. A large amount of lead shifting just after take off spells an out of trim model and crunch!!!. Ok no further story here let me turn my attention back to Damn what's Don up to I missed that Bugger

A couple of week earlier I was present when my favourite Mug, the aforementioned Don K was having a problem with a loose belly pan on his pattern model.

"I can fix that" shouts Don "I will go and get my tools"

Glen and I looked at each other quizzically. "Tools? Don has tools?"

Sure enough Don came scampering back with two sets of Allen keys metric and imperial. Hmmm, we're impressed. Don set to work. First with the metric set and then with the Imperial set. 14 Allen keys later he discovered that not one of the keys fits his hex head screw. Holding back the laughter Glenn and I offered sympathy and assistance to Don. Glen reaches into his own tool box and pulls out an Allen key. It fits first go which leaves poor Don speechless. His big brown puppy eyes look at me sadly, realizing that I had a story.

As I was leaving to writing down the actual facts, (because this column is only ever based on facts. Only about 90% is exaggeration.) I noticed Don moving Glens model and managing to break the exhaust deflector clean off. I chuckle to myself... Don makes this column just too easy sometimes.

I think that poor Don bears the brunt of my story telling as I seem to see quite a lot of him of late and he doesn't keep his whoopsies secret like some of you do. So Dob in a mate or your self and give Poor Don some company in this column.

Stop Press: the reason Don didn't have the ball driver he required was because he had took it out of the set months earlier and put it in his startup box because it fitted the screw on the model and he wanted it to be in a handy spot!!!

Notes from our QLD Correspondent

Darryl Gunst emailed me a little while ago with photos of his new residence and to show off his Green lawn. Now I was impressed with the green lawn, you just don't see those down here nowadays. He wants me to pass on a big 'How yer do'in' to all of you.

Darryl also sent a few photos of the modeling scene up on QLD which seem very active. In particular he has sent some photos of a very large scale project 4 DA 50s will power this model running 3 blade 2 inch props. The model is a 209" B17 and the scale detail is amazing



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