

The News

April 2009



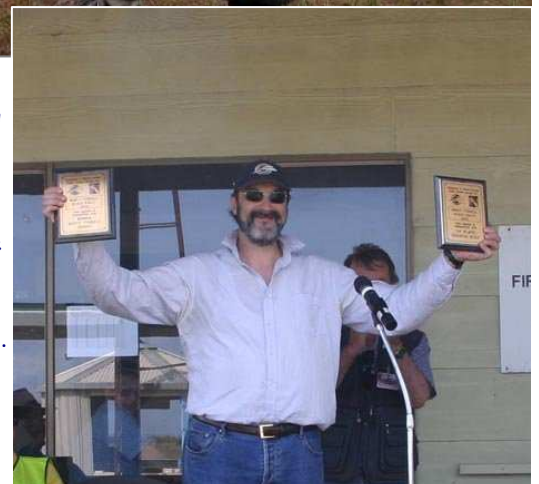
Above:

Don Klein has cunningly devised a plan to confuse me when I am looking for victims for the Mug of the Month column.

Wont work though, I know that I can't tell the models apart so what ever goes wrong I'll blame it on Don. No doubt the first thing I will be writing about will be Don Trying to Start the wrong model ☺

The models as noted on the wings are Berylls and are electric powered. Geez buying a plane called Beryll should be enough reason to be in the Mug column to start with !

Good luck with the models guys I hope you have many electrifying flights with them.



**The Monty Tyrrell Scale Rally
2009 Winner**

Georgio Valcastelli. More Inside

PDARCS

Next club meeting

Sunday 5th April at the field



BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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

President
Alan Coleman 9511 4055

Vice President
Joe Tortorella 0403 050 346

Secretary
Don White 9560 2726

Treasurer
Peter Harris 9775 4788

Registrar
Rob Till 9707 3254

Contest Director
Vacant

Club Captain
Wal Schubach 9700 6166

Safety Officer
Paul Somerville 0417539056

Field Manager
Bill Hawkes 9786 5641

Facilities Manager
Paul Somerville 0417539056

Editor / VMAA Rep.
David Walsh 9763 1804 AH
9767 5111 Bus

Webmaster
Daniel Jenkins 5975 7103
0412 44 55 09
webmaster@pdarcs.com.au

Catering Manager
VACANT

Social Director
Committee

Editorial Submissions to:
D Walsh
Snail Mail 17 Goulburn Drive
Rowville 3178
EMAIL david@ttinsurance.com.au

In This issue:

- ❑ Committee Reports
- ❑ Ugly
- ❑ Monty Tyrrell Scale Rally
- ❑ Provenance
- ❑ Trimming Tips
- ❑ Short Finals

Editor's Bit



I hope that you all visited the Monty Tyrrell Scale Rally . It is a club event so we would hope that most club members would support it. Considering the rather ordinary weather forecast we were lucky enough to have a pretty good turn out and the day ran very smoothly. Our local hobby shops and Model Engines supported us well with some very good prizes . Even I sponsored the event by supplying the door prizes of a dozen bottles of wine. Well, eleven actually one of them fell when I was sticking the special Monty Tyrrell Scale Rally labels on them. Ah well it was only Grange ☺

I never realize how much work was involved in organizing a relatively simple event like the Monty. I guess I found out the hard way by volunteering myself to assist Darryl Cope with the "big picture" organization, promotion and securing of sponsors etc. On the day we had a number of willing helpers who all just got on with their individual jobs with a minimum of fuss. Darryl and I thank them for the mighty efforts they all put in. The helpers are noted in the centre pages of this newsletter. In particular though I would like to thank Paul Somerville and Daniel Jenkins both quite retiring types (cough cough) who lobbed down at the field the day before to set up flight-lines and to generally ensure that the place looked good.

The committee, whilst probably not seen at the field all that often have also been quite busy of late and are always working in the background to keep the club running smoothly. Our esteemed registrar has been hard at work on a number of projects. Firstly, he has been finalizing a New Member orientation program so that our new members will be well aware of what is expected of them when they join our club. This is important even for the seasoned modellers that join. Not all clubs operate the same way or have the same rules so it is important that they familiarize themselves with the P&DARCS way. This orientation will be run after our club meetings and they won't receive their badge, hat, gate key etc until they have attended the session.

Speaking of Club Badges. You should all by now have your membership badge. This has been produced in response to your concerns regarding non members using our field. The new rule is No Badge No Fly. So make sure that you keep it in you car or tool box so that you don't turn up without it. The rule may sound tough but it is the only way we can identify financial members of the club. There are a number of other clubs employing this system, and rule so we are not being all "Big Brother" on this. You guys pay a premium membership to enjoy the facilities of our club and it is unfair for non club members to regularly use our facilities. Naturally our visitor rules still apply.

The bonus of this rule is that you will no longer be embarrassed when you can't remember a club members name . Just discreetly glance at his badge and he will never know that you don't have a clue who he is.

That's all Folks

Next Meeting

Sunday 5th April

BBQ lunch - General Meeting and lots of flying

See you there





"Presidents Ponderings"

Alan Coleman

Members will recall from the last issue of the Newsletter, that following the disastrous bushfires earlier in the month, the committee had voted in February to ban flying of any models at Burley Field

on days which had been declared to be fire ban days for the area. After some useful discussion, the proposal was endorsed unanimously by the members attending the last general meeting at the field on Saturday, March 7th. We have learned since that at least two other clubs have made the same decision.

It should be clearly understood that this involves a change to our flying rules only, and does not affect our constitution in any way. This will mean that any future bookings which the club makes for major events will be conditional on there being no fire ban on the scheduled date of the booking. There is a potential problem for the next two events already scheduled, the Monty Tyrell on March 22nd, and the O.S. Day on May 17th. However, now that we are two weeks into autumn, and with the recent weather change, it seems unlikely that we will have any more fire ban days this month, and almost certainly not in May.

At the time of writing, we have had 31.4 mm of rain at the field so far this month, (about one and a quarter inches in the old scale). This is about five times the total amount of rain we had in both January and February! Hopefully, this will go a little way to replenishing the level in our irrigation water tanks, which were almost empty, and breathe new life into the airstrips. Our fresh water tanks are also very low, and the committee may need to purchase some water for kitchen use.

Members will also be aware that Phil Langton and Frank McPherson have carried out a major upgrade of the battery charging facility at the east end of the clubhouse. This involved the installation of a new 60 amp DC switch mode power supply to serve new charging boxes on the hayshed poles, and rewiring of the two existing 40 amp charging modules in parallel, so as to provide about 80 amps DC to the existing system. Following the last meeting at the field, Frank gave a short presentation, to explain the upgraded system. Our thanks to Phil and Frank and the members who assisted them.

Happy landings.

Alan Coleman

Secretary's Report

General meeting held 7th March 2009 at the "Burley Field" Wenn Road Cardinia
Meeting opened at 1250hrs.

Apologies: D Walsh, R Till, J Tortorella, P Langton, N Parker, M Caesar, A Hampson

Visitors: D Nichols, C McDonald.

Minutes of the previous meeting be accepted:
Moved M Norton Seconded C Nichols Carried

Business arising from previous minutes: Nil

President: Just sufficient water to hold the tanks down.

Secretary: Added to the page of P&DARCS in the new VMAA directory. All flying on a total fire ban day/s is prohibited.

Club Captain: VMAA Trophy team ready to go

Maintenance: Approximately 68,000lts water left in the tanks, sprinklers have been shut off at this stage, hoping we get some rain soon. Fresh water for drinking to be delivered. Additional aircraft restraints to be built and will be for sale.

Hole in the tank where the plane penetrated has been repaired.

The fergie tractor safety roof is ready to be fitted, no slashing till the fire season is over. Roller o.k. to use. Shed lock (which was Jammed) has been replaced with a new one.

Web Master: Wiring of the 24hr camera in progress, need a little more time to finish this off

General: Signs to be erected that there will be no flying on fire ban days, to be put on the Web site, any events that occur on fire ban days will be postponed or if possible re-scheduled. Unanimous decision by members to ban any type of flying on fire ban days.

The "Monty Tyrrell" event (organised by Darryl Cope) will need some assistance to sell raffle tickets and car parking.

- To assist in the spreading of soil on the runways it was moved by I Chiselett "That the club purchase a front end bucket to fit on the "Kuboto" for the purpose of spreading soil on the runways" Seconded by O Turner Carried
- Suggestion that the club have sand filled buckets along charging station also have dry chemical extinguishers in the charging boxes. Contact CFA and request demonstration on the use of various extinguishers.

Still waiting on the on the disabled toilets land permit.

Meeting closed at 1340hrs Next General meeting Sunday 5th March 2009 at the "Burley Field" 1300h

What's On at P&DARCS

April
5th Club Meeting at Field
10th -13th Easter

May
17th OS Engines Fly In

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

April	5	Sports Aerobatics (for beginners!)	Hastings	WEMMAC
	5	Annual Flying Display	Yendon field, Ballarat	ERMFC
	5	Annual MARS Fly-in, incorporating the Keith Heath Memorial	Boundary Rd	MARS
	5	Python Racing: Q500	Melton	MMAA
	9-13	Old Timer: Easter Canowindra Championships		
		Hosted by SAM 1788 (contact: 02 6364 02640)		SAM 1788
	10-13	17 th Annual Easter Fly-in by Chapter 700 for: Old Timer, Control Line, Free Flight, Swan Hill		
		Contact Peter Hoshing Home 5249 5461		SHMAC
	12-26	MAAA Nationals: R/C	at Cootamundra NSW	MAAA
	18-19	VMAA Trophy inter-club competition at the VMAA State Flying Field at Darroweit Gum		
		YOUR CLUB COULD WIN IT!		
	19	Display Day	at Kangapella (Elkura/Moama)	VMAA
	24-26	WW2 and Military Scale	Wagga	ENMAC
	25-27	FSA Aerobatics: The Australian Masters and World Champs Team Trial	Shepparton	WVMA

Vice Prez

Joe Tortorella

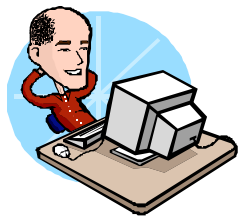
Hi everyone, isn't flying fantastic. Two weeks ago I helped a guy do his first loops with a helicopter, a guy that has been flying for years but just didn't ever consider going over and once he had done one loop he then did many using his experience of flying to make the loops larger or smaller. I'm telling you this because after the first two loops I had to calm him and ask him to land because his hands were shaking from his excitement and it reminded me why I'm so addicted to this flying hobby .

Then on the past weekend Georgio Valcastelli won the Monty Tyrrell and so much was his excitement that he told me he had never won any competition flying and now he won twice in one day. He spoke of his pride to have his name on the trophy inside the club house for future people to remember him after his work ends in Australia and he returns to Italy.

Isn't flying fantastic.

Registrars Ravings

Rob Till



Membership List

The Membership List was published in November 2008.

New Members

No new members this month!

Perhaps we need to stop a few cars in Bollarto Road and explain what they are missing.

New Membership Cards

We are implementing the new plastic cards from April and these will be posted to all current members – perhaps yours has already arrived.

Once the cards have been distributed we will be applying the **NO CARD – NO FLYING** rule. It is essential that you **WEAR** your card when flying at the field, otherwise someone may ask you not to fly. All the members pay for the wonderful facilities that we have and it is only fair that we insist that **ONLY CURRENT FINANCIAL MEMBERS** are able to fly at the field.

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

120 to 140 four stroke.
Brand not important.

Contact Roly Gaumann 0411 550481

e-mail: proconsol@bigpond.com

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/Keymap 18 P16)

All Aeromodellers with O.S. Powered Aircraft Welcome

Must have current NAAA Membership to fly!

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

(max. 3 entries per person)
(*each aircraft must fly to 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.

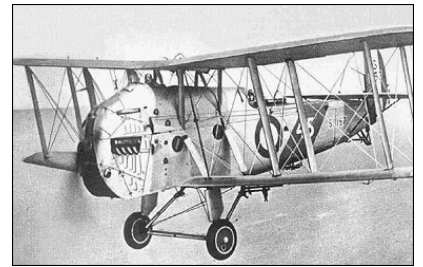


Ugh! *Some of the ugliest aircraft ever made!*

Richard (Dick) Ryland

Blackburn Blackburn 1 and 2

Robert Blackburn constructed his first aircraft in 1909 and went on to found the company which specialized in naval aircraft. His first aircraft for the Royal Navy was named the Swift but he somehow managed to name the landplane version of that aircraft the Kangaroo. Perhaps it was particularly difficult to land!



One of his aircraft made the first carrier landing at night and one was the first pressurized aircraft made in the UK. Parts of the torpedo bomber aircraft which made that carrier landing, the T.2. Dart were used in building a fleet spotter and reconnaissance aircraft for the navy. A completely new fuselage was built but the wings and other parts of the torpedo bomber were used.



Blackburn made a long series of successful naval aircraft right up until the mighty Buccaneer which was retired as recently as 1994. Even the RAF used the Buccaneer as a land based plane after the TSR2 was cancelled. Good looks were never a strength with Blackburn aircraft however successful they may have been. Even the great Buccaneer was, um, different.

The aircraft from which the Blackburn 1 was developed was known as one of the ugliest ever due to ghastly shaping around the nose area but the Blackburn 1 set entirely new standards of ugliness! It carried a pilot in an open cockpit but the navigator and gunner had a inside cabin. That would have been a boon for the navigator on long maritime reconnaissance flights or while spotting for ships' cannon fire. The gunner also would have been more effective at his Lewis gun if he had been relatively warm in the cabin before having to man his gun in the open rear cockpit.

To be fair a competing design, the Avro Bison was not much prettier so perhaps we need to consider the limitations of the materials and so on available then and 44 of them did give good service during most of the twenties flying from Royal Navy carriers including the HMS Eagle. That they could get along at over 100 mph is extraordinary considering the drag of that very deep fuselage and very sturdily strutted wings but they could also fly extraordinarily slowly which would have been a real asset when landing on those carriers.

Most aircraft are beautiful to some degree but unfortunately a very few have been just plain ugly. The Blackburn 1 was one of *the* ugliest of all time!



Monty Scale Rally 2009.

Contrary to the very ordinary weather forecasts the day gave us some very good flying weather. Although, it did get a tad Breezy in the Arvo.

Quite a good size batch of modelers rolled up to commit aviation and flying and bargaining at the Car Boot sale was the order of the day.

I won't waffle on too much as the pictures will tell the story. Everyone on the day had a great time and the event was once again, very successful. Roll on 2010.

Before I move on to the results I would like to take the opportunity to thank our event sponsors who were all very generous this year. Please make sure that you all use their services during the next 12 months so we can ask them to be generous once again next year.

A big thank you to :

Model Engines
SC Models
The Hobbyman
Addies Hobbies
Hallam Hobbies
Triple T Insurance

And of course there were our helpers Darryl and I would like to thank the following members because without them we could not have run a successful event.

Paul Somerville	Daniel Jenkins
Bill Hawkes	Peter Harrison
Wal Schubach	Frank MacPherson
Bill Reynolds	Ivan Chiselett
Fred Webb	Angelo Favaloro
Keith Randall	Barrie Reaby
Graham Godden	Keith Schneider
Ian Thompson (Photos)	Ivan Hancock (Photos)

Thanks also to the Victorian Scale Association for supplying our judges.

And the Winners were:

Monty Tyrrell Winner : Georgio Valcastelli

Kit / Scratch built:

1st Georgio Valcastelli
2nd David Nichols
3rd Gary Sunderland

ARF:

1st Noel Whitehead
2nd Brett Reaby
3rd Brian Evans

Best Civil

Roly Gauman - Piper Tri Pacer

Best Military

Gregg Lepp - Bristol Monoplane

Encouragement award:

Jared Goudge

SC models: Best Electric

Andrew Mysliborski

The organizers, Darryl Cope and myself will now take a short sabbatical then start our planning for next year. A change of date may be on the agenda to avoid the toy and hobby fair and attract a few more entrants. So stay tuned.



Prizes Galore



Touching moment as the Pilot of the original (Real) Aircraft modeled shakes hands with the creator and pilot of the model

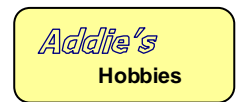


Car Boot Sale Setting up



Our Sponsors

The Winners Circle



The long lost episode of Knobby's 2008 series has now been uncovered.

It was gathering computer dust in my email archives and has now been excavated from a dark and dingy corner of my hard drive. Quite a tough task when you consider that a hard drive is round and has no corners.

So lets get it over with ...

Here it is.

Provenance

by Knobby Clarke

The ultimate aim of scale modelling is to build an accurate scale replica of a prototype that does or did exist. Even in ARF fun scale, it is satisfying to know that you have done what you reasonably can towards that ideal.

VQ Models have a substantial set of ARF scale warbirds. They go to the bother of printing the covering material so that it has panel lines, exhaust staining, paint-peeling and all manner of other sorts of artificial weathering. The outlines seem to conform reasonably well to available three-view drawings and photographs of the prototypes. Accordingly, it seems reasonable to expect that the colours, the detailed identification and other markings would correspond to those of a known real aircraft. That's what is implied by the term "provenance". This article is all about my researches into the provenance of the two VQ Models P40 Kittyhawks that I have constructed.

The first model was coloured in a camouflage pattern in a light shade and a dark shade of Sea Green. The spinner was an ochre shade of yellow. The wings had 1941 pattern US stars on both the upper and lower surfaces of both wings. The same pattern star was on both sides of the fuselage. Curiously, it was accompanied by the squadron letters GA-V.

The wings had cordite streaks on the upper and lower surfaces that would have been consistent with a four-gun armament. Two sets of decals were provided. One had a nondescript shark's mouth. The other had the shark's mouth, "Flying Tiger" emblem, kill markings and numbers relating to an aircraft that formed part of the volunteer group that fought with the Chinese forces in 1941-2. Which aircraft was supposed to be the prototype?



I went to Hylands bookshop in the City and bought the Squadron/Signal Publications book on the "P40D and later marks". This showed that P40s were given olive drab spinners, white spinners and red spinners, but never yellow spinners. It seems that there was a tacit agreement that, for recognition purposes, Axis aircraft had yellow spinners and Allied aircraft had red spinners. So the

spinner was quite wrong and of no use in identifying the prototype. It's, presumably, the same spinner as VQ use on their ME 109 model where the colour match to the German standard is excellent.

The cordite streak weathering was very interesting. Most P40s were produced with six guns. Only 43 were produced to the P40D standard with four guns. Of these, 23 were delivered as P40Ds to the USAAC and 20 were delivered to the RAF. The USAAC aircraft were delivered in the 1941 USAAC colours which were Olive Drab topsides and Neutral Gray undersides, not a camouflage pattern. It is intriguing to discover that these aircraft were part of a significant piece of US military history. Most were assigned to the training facility at Tuskegee Army Air Field in Alabama where they were used to train the Tuskegee Airmen, the USAAC's first Afro-American pilots. Later, these pilots flew P40s in North Africa in 1943 with the USAAC 99th Fighter Squadron, but it seems most likely that the aircraft would have been later marks of P40. The other P40Ds went to Chanute Air Base, Rantoul, Illinois, where they were used to train Afro-American mechanics until they transferred to Tuskegee. These latter planes never flew.

The only P40s that might have flown with a Sea Green / Sea Gray camouflage pattern were later models based in the Aleutian Islands. These were not four-gun P40Ds. In early 1942, USAAC changed its standard so that the stars on the left upper and right lower wings were removed. The model had four stars on the wings which is consistent with a USAAC P40D though these never had a camouflage pattern of any sort. The "Flying Tiger" decals were clearly a piece of mis-placed marketing as that unit received P40Es in Dark

Earth / Dark Green camouflage and carried Chinese airforce ensignia not US stars. The GA-V was also quite wrong, as only the British applied squadron letters in this way.

As Ken Thomas so kindly wrote when he saw my model fly, it looked pretty. However, it had no provenance at all.

The VQ site showed that the same model could be obtained in the Desert camouflage of Sand / Stone with British roundels. Perhaps I might find a prototype in the British squadrons that fought in North Africa. And so it turned out. The four-gun Kittyhawks carried serial numbers AK571 to AK591. These were sent to the RAF's 112 Fighter Squadron which fought in North Africa. 112 Squadron used the identification letters GA, painted their spinners red and often had shark's mouth nose art. Research on the Internet uncovered a whole site dedicated to 112 Squadron that detailed the significant incidents relating to many of its aircraft. Sure enough, AK578 carried the squadron letters GA-V and was flown by Flying Officer (as he was then) Neville Duke. He scored one and an half kills in GA-V and went on to become one of the RAF's top aces in the Mediterranean theatre. He was subsequently famous as the Chief Test Pilot for the Hawker Hunter. It was with high hopes that I asked Fred at Hallam Hobbies to get me the Desert camouflage version.



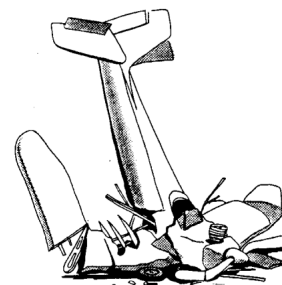
When it arrived, I checked the contents. The spinner was red and pretty close to the right shade. The roundels were the correct 1942 pattern with the wide outer ring of yellow. The cordite stains showed four guns. The squadron letters were GA-V. This was a replica of a real P40D. But the colours were not Sand / Stone with Azure undersides. They were best described as Black / Tan with Light Grey-Green undersides.

In the factory, serial numbers AK571 to AK591 were painted in British camouflage colours of Dark Earth / Dark Green with Light Grey-Green undersides. In the desert, the Dark Green was hastily re-sprayed with a cream colour which was then regularised as Sand while the Dark Earth faded in the sun to the colour that was regularised as Stone. Later, the undersides were re-painted in Azure to match the brilliance of the generally cloudless sky. So, really the Light Grey-Green was quite acceptable. I salved my conscience by finding a match for Light Grey-Green and painting the bottom half of the cowl in the correct colour. (For those who may be interested, it's Dulux Otto Ice). With a deep breath and partially closed eyelids, one might accept the Tan colour as "close". However, the Black was clearly just wrong. I test-flew with the Black unchanged. But I couldn't stand it. So I found some Mission Brown enamel, carefully over-painted the Black and reinstated the panel lines with a biro. After all, it's only an ARF.



So now I have a Kittyhawk 1. It's a model of the aircraft flown by Neville Duke in North Africa in 1942. It looks great in the air and it performs better than my ability to fly it. But it's not right. I spent last Anzac Day in Canberra taking photographs and video of the War Memorial's Australian Kittyhawk as flown at Milne Bay. One day, when I get around to it, I'll build a kit and paint it in the correct colours and markings to match that real aircraft. Or, maybe, I'll find a serial number and other identification for one of the Tuskegee aircraft, paint a model in Olive Drab and give it an Afro-American pilot. Or, maybe, I'll just buy another kit, leave it unchanged and simply get some more flight time on a warbird.

Common Trim Problems



A bit of plagerism here . I took the next couple of items from the LARCs Newsletter (Queensland Club) which is edited by some guy call Darryl Gunst. Though that it may be of interest to you all.

Wing incidence set too positive.

- 1.The model tends to climb through right and left turns.
- 2.When pulling out of a dive, the model tends to zoom upward instead of returning to level flight.
- 3.When full throttle is applied the model tends to zoom upward.

Wing incidence set too negative.

- 1.The model tends to dive throughout the complete flight.
- 2.The model will react opposite to a, b, and c above.

Center of gravity too far forward

- 1.The nose tends to drop in steep left and right turns.
- 2.Rolls will be of the barrel type rather than axial.

Center of gravity too far rearward.

- 1.The tail tends to drop during turns.
- 2.The controls will be too sensitive.
- 3.Poor wind penetration.
- 4.The model will tend to balloon when turned into the wind.
- 5.The model lacks stability during flight.

Too much engine down thrust.

- 1.The model jumps up from straight and level flight when the engine is suddenly cut.
- 2.The elevator requires excessive up-trim to maintain level flight.

Not enough engine down thrust or slight engine up thrust.

- 1.The model goes into a dive from level flight when the engine is slightly cut.
- 2.The engine requires down trim for level flight.

Not enough engine right thrust.

- 1.During a steep climb, the model tends to pull up to the left as it loses speed.
- 2.Model tends to pull to the left near the top of a loop.

Too much engine right thrust.

- 1.During a steep climb, the model tends to pull up to the right as it loses speed.
- 2.Model tends to pull to the right near the top of a loop.

One wing panel is too heavy.

- 1.The same wing panel will tend to pull outward during inside and outside loops.
- 2.A heavy wing panel will cause the ailerons to trim with one aileron up, and the other down.

Too much dihedral. (Pattern aircraft)

- 1.The model will roll in the direction of the applied rudder.
- 2.Rolls will be barrel rather than axial.
- 3.The model will want to roll out of knife edge flight.
- 4.Inverted maneuvers will be difficult.

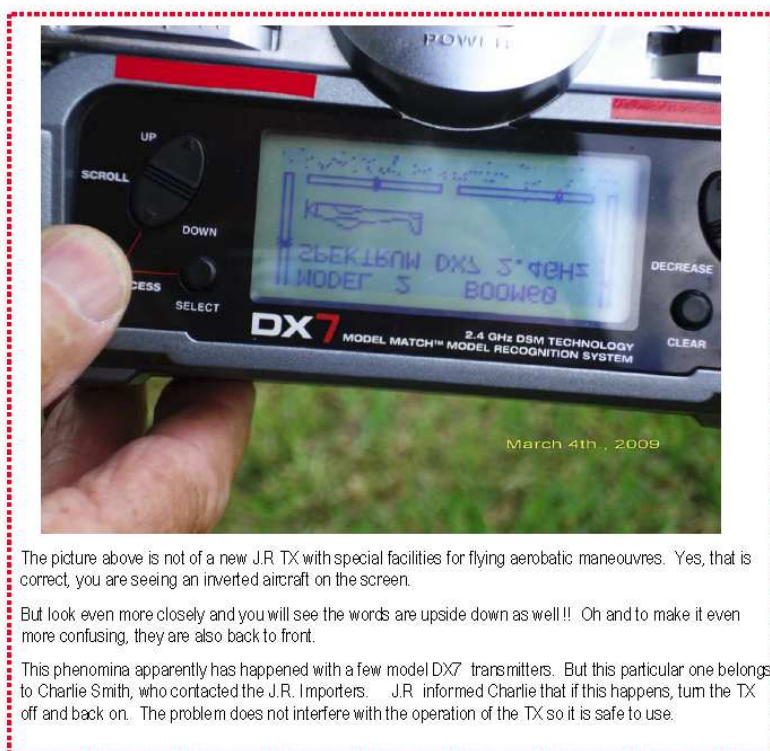
Too little dihedral. (Pattern aircraft)

- 1.The model will roll in the opposite direction of the applied rudder.
- 2.The wing wants to tuck under during knife edge flight.
- 3.Poor tracking through inside loops.
- 4.The model tends to lack stability during upright flight.

The model cannot be trimmed properly when the probable cause has been established,

- 1.Check all surfaces for warps.
- 2.Check model alignment.
- 3.Check for aileron and elevator gap seals.
- 4.Check for play in control linkage and servos.
- 5.Check for poor servos that don't center properly.
- 6.Ensure that there is no problem with the radio.

Trimming a model may, at first seem like a very tedious task. In order to realize the full potential of any model, it must be trimmed properly. Many models have been labeled as dogs because they were never trimmed properly. With time and patience, trimming will become easier and enjoyable.



The picture above is not of a new J.R TX with special facilities for flying aerobatic manoeuvres. Yes, that is correct, you are seeing an inverted aircraft on the screen.

But look even more closely and you will see the words are upside down as well!! Oh and to make it even more confusing, they are also back to front.

This phenomena apparently has happened with a few model DX7 transmitters. But this particular one belongs to Charlie Smith, who contacted the J.R. Importers. J.R. informed Charlie that if this happens, turn the TX off and back on. The problem does not interfere with the operation of the TX so it is safe to use.

Short Finals

Winter Classes for Men at the ADULT LEARNING CENTRE

Registration Must Be Completed

by Friday, 27th April 2009

NOTE: Due To The Complexity And Difficulty Level Of Their Contents, Class Sizes Will Be Limited To 8 Participants Maximum

Class 1

How To Fill Up The Ice Cube Trays--Step by Step, with Slide Presentation.

Meets 4 weeks, Monday and Wednesday for 2 hours beginning at 7:00 PM

Class 2

The Toilet Paper Roll--Does It Change Itself?

Round Table Discussion. Meets 2 weeks, Saturday 12:00, 2 hours.

Class 3

Is It Possible To Urinate Using The Technique Of Lifting The Seat and Avoiding The Floor, Walls and Nearby Bathtub?—

Group Practice. Meets 4 weeks, Saturday 10:00 PM, 2 hours.

Class 4

Fundamental Differences Between The Laundry Hamper and The Floor--Pictures and Explanatory Graphics.

Meets Saturdays at 2:00 PM for 3 weeks.

Class 5

Dinner Dishes--Can They Levitate and Fly Into The Kitchen Sink? Examples on Video.

Meets 4 weeks, Tuesday and Thursday for 2 hours, at 7:00 PM

Class 6

Loss Of Identity--Losing The Remote To Your Significant Other. Help Line Support and Support Groups.

Meets 4 Weeks, Friday and Sunday 7:00 PM

Class 7

Learning How To Find Things--Starting With Looking In The Right Places And Not Turning The House Upside Down While Screaming.

Open Forum

Monday at 8:00 PM , 2 hours.

Class 8

Health Watch--Bringing Her Flowers Is Not Harmful To Your Health. Graphics and Audio Tapes.

Three nights; Monday, Wednesday, Friday at 7:00 PM for 2 hours.

Class 9

Real Men Ask For Directions When Lost--Real Life Testimonials.

Tuesdays at 6:00 PM Location to be determined

Class 10

Is It Genetically Impossible To Sit Quietly While She Parallel Parks?

Driving Simulations. 4 weeks, Saturday's noon, 2 hours.



Class 11 Learning to Live--Basic Differences Between Mother and Wife. Online Classes and role-playing

Tuesdays at 7:00 PM , location to be determined

Class 12

How to be the Ideal Shopping Companion
Relaxation Exercises, Meditation and Breathing Techniques.

Meets 4 weeks, Tuesday and Thursday for 2 hours beginning at 7:00 PM

Class 13

How to Fight Cerebral Atrophy--Remembering Birthdays, Anniversaries and Other Important Dates and Calling When You're Going To Be Late.

Cerebral Shock Therapy Sessions and Full Lobotomies Offered.

Three nights; Monday, Wednesday, Friday at 7:00 PM for 2 hours.

Class 14

The Stove/Oven--What It Is and How It Is Used.
Live Demonstration.

Tuesdays at 6:00 PM , location to be determined.

Lifesavers

A teacher was doing a study testing the senses (taste) of first graders using a bowl of lifesavers

The children began to identify the flavors by their color:

Red.....Cherry
Yellow.....Lemon
Green.....Lime
Orange.....Orange



Finally the teacher gave them all HONEY lifesavers. After eating them, none of the children could identify the taste.

'Well,' she said, 'I will give you all a clue. It's what your mother may sometimes call your father.'

One little girl looked up in horror, spat her lifesaver out and yelled, 'Oh my God!!They're ass-holes

Next Month:

"Lighten" up your model. Brett Reaby shows you how to light up your model for a bit on night flying.

Please don't leave notes on the notice board saying "X" is broken. Please call a committee member to let them know. This will ensure that the "X" gets fixed much quicker. We committee men can't read all that well and quite often don't get to the field as regularly as you guys do.

Addies Hobbies

Serving Melbourne's south Eastern Suburbs

We Stock or can get
all Major Brands

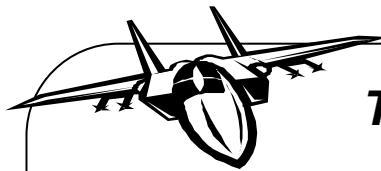
Specialising in
Radio Control Aircraft
Large range of Balsa & Spruce

Also Stocking
R/C Boats – R/C Cars
Motors – Helicopters
Kites – plastic Kits

and a full range of Modelling &
Radio Control Accessories

641 Nepean Highway
Carrum 3197
Ph/Fax (03) 9773 3955

We Have Mail Order



The HobbyMan

46 McCrae Street
Dandenong

Come in and Check out our Ever Expanding Range.

Now Stocking VMAR, PHOENIX, SEAGULL, GREAT
PLANES & KYOSHO

Electric Flight
OS, Saito, JR, Hi-Tech, GWS

(03) 9794 5999 (03) 9793 9108 fax

Perma-Grit Tools

Tungsten Carbide Abrasives

Graham Smit

Perma-Grit Tools (Aust) Pty Ltd
B11, Scoresby Industry Park,
Janine St, Scoresby, VIC 3179
Tel: (03) 9763 5846
Fax: (03) 9764 8890
email: sales@permagrit.com.au

Shop online at www.permagrit.com.au



Stocking only quality Products and
Accessories for the R/C Modeller.

20 Spring Square
Hallam Vic 3803

PH/FAX (03)9703 1160

hallamhobbies@optusnet.com.au

www.hallamhobbies.com.au

Sausage Sizzle
1st Saturday of every month

Kevin Chiselett
M: 0409 425 312
E: kevin@scmodels.com.au

Andrew Smallridge
M: 0417 378 753
E: andrew@scmodels.com.au
W: www.scmodels.com.au

P&DARCS Newsletter

If undelivered return to
P&DARCS.
Po Box 131
MDC Cranbourne 3977

Postage

Paid

Australia