

# The News

March 2010



PDARCS

## Next club meeting – at the Field

Saturday 6<sup>th</sup> March 2010, BBQ Lunch 12.30 pm Start

And don't forget our two other events this month:

March 17<sup>th</sup> Late summer Twi Fly start 6pm

March 21<sup>st</sup> Sunday , The Monty Tyrrell Scale Rally

### Alan Foleys Spatz Electric Glider in Action

Alan uses a Hyperion Z3025 motor with a Graupner 10x 6 prop & 30A Hyperion speed controller. The 1800mA 3S lipo is good for 30mins of flight.

The full Size Spatz manufactured by Scheibe obviously wasn't electric powered . It was an all wood glider that was manufactured between 1952 and 1962



## BURLEY FIELD

Wenn Road Cardinia

[www.pdarcs.com.au](http://www.pdarcs.com.au)

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Cranbourne 3977  
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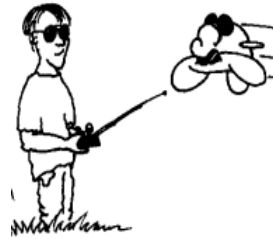
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## In This issue:

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- Club History
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- Short Finals

## Editor's Bit



Recently I was at a conference where one of my associations founding members was receiving life membership for his tireless 15 years of service. He spoke about why he continued to give his spare time and time that wasn't really spare to the association. Passion was the word he used. Even though he really could spend his time better on his business or family he had a passion for the association and what it achieves so each year would put his hand up and would be re-elected unopposed.

Sometimes I wonder why I still do this committee roll after 12 years in to position. The same applies to a number of the long serving committee members. I guess deep down we all have a passion for the club. A passion to see it grow and to constantly improve the facilities available to it's members. Why else would we put so much time into a club instead of our businesses or family. The family doesn't really miss out as I sacrifice flying time to make up for lost time there. But the business does suffer a little. Please don't take that as a complaint though as I can easily opt out of the committee if I so desire. You do sometime wonder why though. Over the years the committee have been quite unfairly blamed for lots of things. We are often victims of rumour and innuendo. We have been abused, threatened with legal action, called old farts, dictators accused of being non flyers who wouldn't have a clue what the members want etc etc etc. This can obviously be very hurtful and stressful. So why do we stay? Well, with over 200 members you can't please everyone all of the time and we know that accusations against the committee are usually based on little fact. Once again I get back to the deep down passion to see our club be the best club it can be.

My sobbing in last months editorial must have tugged at the heart strings of a few members as I have had a small flood of photos and Frank has fired up his old Quill, fill to Ink well and put some articles together as well. I am not sure what Franks future articles will be about but this months follows to Club History theme very nicely.

Thanks to those that have sent me stuff and thanks to you other guys who are thinking about it. Put that finger to the keyboard and send me an article. Can be on your latest model, some interesting aviation subject you have come across or even your efforts at some no aviation RC.

*That's all Folks*

## Whats on March 2010

Info taken directly from the VMAA contest Calendar

Mar	6	VFSAA Sportscale ARF (Saturday)	State Field	NFG
	6-7	Display and Fun Fly	Warnambool	WMAC
	13-14	Pattern Aerobatics / F3A		
		Model Engines Trophy	Ballarat	BRMFC
	20-21	Old Timer	Haddon Field, Ballarat	BAM
	21	Monty Tyrrell Scale Rally	Pakenham	P&DARCS
	21	Pylon Racing. Q500, Sports	Bacchus Marsh	BMMAC
	28	Annual Flying Display	Yendon field, Ballarat	BRMFC
	28	Display Day	Keilor	K&DMAS

*6<sup>th</sup> March Club Meeting at the Field*

*17<sup>th</sup> March Late Summer Twi Fly ( come along for a pleasant evenings flying)*

*21<sup>st</sup> March Monty Tyrrell Scale Rally All day event at the field*

# Monty Tyrrell Scale Rally 2010

Sunday 21st March  
2010



Prizes and Trophies  
Entry \$10 for first model \$5 there after  
Catering & Boot Sale

P&DARCS Field  
Pakenham

[www.pdarcs.com.au](http://www.pdarcs.com.au)

## Secretary's Report

General meeting held 7<sup>th</sup> February  
2010 at the "Burley" field Wenn Rd.  
Cadinia

Meeting opened at 1250hrs

**Apologies:** M Norton, N Parker, A  
Coleman.

**Minutes of the previous meeting be  
accepted:** Moved D Walsh Seconded  
P Somerville Carried

**Business arising from previous minutes:**  
Nil

**President:** Fairly quiet over the holidays,  
the new mower is going well.

**Treasurer:** Finances still good, after the  
purchase of the new mower.  
Moved by I Hancock that the Treasurers  
report be accepted Seconded D Glossop  
Carried

**Maintenance:** The model  
trolley is without wheels as they are  
being fitted with new bearings.

**Safety:** Members and visitors are asked  
to respect our club rules regarding  
putting keys in the board ,including 2.4  
Ghz

**General:** Suggestion to invite the  
Kingleake club for a B-B-q and fly-in.

Congratulations to Mark Collins for  
winning the scale championship with his  
superb Beech Stagger Wing on his first  
attempt.

Congratulations to Anthony Mott who  
broke the record for duration.

Incident forms are now available, when  
complete send to the Secretary.

Tyabb air show is on Sunday 18<sup>th</sup> April  
2010 with thanks to Hans Litjens who  
has kindly given the club use of his  
hangar for a static display, members  
wishing to take part in this display are  
asked to contact the Secretary Don to  
obtain the passes to gain entry to Tyabb  
Airfield to set up, the set up will be done  
on Saturday 17<sup>th</sup> April, will also require  
the number planes to be on display.

Fred Barabasz read a statement to the  
meeting re reporting of breaches in club  
rules and how they are handled

Peter Harris out lined a proposal to  
moving the West runway and alterations to parking areas and a drive through unloading area for trailers, more on this later.

A working Bee to remove the inner shed of the machine shed.

Meeting closed at 1335hrs.

Next general meeting Saturday 6<sup>th</sup> March 1300hrs at the "Burley" field Sausage sizzle prior to meeting

# Facility Managers report

Paul Somerville



The month of February was a busy one as Peter Harris, Ivan Chislett and I spent the Saturday afternoon slashing grass and weeds within the club property and the drain on the left hand runway and also outside the property along the nature strips on Wenn Road and Fowler road. We are always looking for volunteers to drive the Fergie, it's not a difficult creature to drive , it's just that it hasn't all the mod cons that the Kubota

has. Power steering, stable three point linkage that obeys the control input, a throttle that wanders back to idle.

It's only minor details when you operate our beloved fergie.

The model trolley had seized wheel bearings in it as well which made it a little difficult to push around, so Peter Harrison and I removed the offending bearings, Peter offered to pick up the replacement wheel bearings and refit them as well.

The grey water storage levels are holding out quit well this season due to the cooler weather conditions, as of 13-02-10 I had to open the 2<sup>nd</sup> 25000ltr water tank to keep the water running to our sprinkler system.

On a separate rumour that our editor starts spreading he's own version via the internet info, it is ledged that the bay 13 crew were spotted using that fergie as a jump starting tool.

It's partially true but!! We were trying to start the Trevor Coxs beloved extra 300 which hadn't been started in 18 months. After flattening Ivan Chisletts field battery in the previous start up I brought out the fergie to recharge the field battery and provide additional grunt to turnover the motor. It turned out the carburettor diaphragm had dried out causing the carburettor not been able to draw up fuel from the tank. After providing a manual burst of fuel to the carburettor the engine burst into life after its long term non use. The model was flown later that day with great success.

Additional soft drinks have been purchased to restock our drink vending machine during the summer. Wally has installed a can crusher machine on the veranda post with a bin provided, the reason behind this is to reduce the waste dumped into our large bin thus save tipping fees.

Could members please not dump unwanted TV's , modelling equipment in the club house, as this adds to our waste removal bills which adds to club fees. If you want to donate materials to the club please contact the committee before doing so.

## Safety Report

Peter Timms

Safety Reminders to all Members;



- All visitors (including ex-members) please sign the visitor books as you
- were invite by our member of the club
- All frequencies, and 2.4ghz key's card must be used when flying!
- Remember to all members must wear your badge while you are flying
  - **No Badge No flying.** If your forget it , its your bad luck!
- Keep entry / exit onto runway **clear** for others!
- NO flying on Total fire ban day!



- Condor Slope Soarer in good condition. Has suffered no damage. Flies well, but not a beginner's model.



- \$80.00 with three servos or \$60.00 no servos.
- Magic Butterfly 932 mm Wingspan indoor/park beginners 3D Electric Kit. Very easy quick assemble, basically slots together. Includes CD Instructions, motor, propeller, speed controller, battery. Carbon Fibre EPP ... Shockproof.  
Brand new in the box. \$120.00
- Great Planes Piper Cub Kit. IC/Electric. Rudder – Elevator – Motor. 59 Inch. Quality Balsa with ABS Cowls and Dummy Motors. A classic model. \$60.00

Contact Peter Cossins 9801 2778

- Coolaroo Gazebo 2.75 Mtr x2.75 mtre
- New still in box \$50.00
- Gas BBQ Masonry Block construction \$Free
- Heavy duty Vinyl Tent Floor 14foot x 14foot \$40.00
- Contact Wal Schubach 9700 6166

# Around the Club



Peter Harrison with his new twin rotor Autgyro. If you want to see it in action check out this link

<http://www.youtube.com/user/ivanhancock#p/a>

Ian Thompson is turning Old Timer. Here is is almost complete Lanzo Bomber on the bench

The Model is destined to become electric powered as Thommo just realized that electricity is free at the field and he has to pay for Methanol.



Allo Allo Allo what's going on here !!

How guilty do these guys look ?

My secret Mug of the Month Spy has caught them in the act . Ivan carts two or three batteries to the field and has a truck load of tool boxes and still needs the Fergie to start the model



Bit of Overkill starting the model with the Fergie !!!!!

Don't they realize that this motor is a Petrol DA 50 ????



# Current projects and Future Development at Burley Field

*Presented by Peter Harris on behalf of the committee*

A number of projects were presented to Club Members at the last General Meeting to gauge your feelings and thoughts on these proposals. Following is a summary of these projects to be presented at the next meeting for final ratification.

- 1 Already approved is the completion of the extension of the toilet block and work room. In addition, before sheeting the internal walls it is proposed that some of the charging facilities on the poles of the Hay Shed be transferred to the outside and inside walls of the work room extension together with 240v power points. The purpose is to redistribute the congestion in and around the Hay Shed. To make this area more user friendly we propose to erect shade around the south and west walls of the work room.
- 2 The provision of Water Proof 240V power along the first row of Shade Area in front of the club rooms.
- 3 The provision of Water Proof 240V power on the west side of the Transmitter Pound.
- 4 To construct a third row of Shade Area in front of the Transmitter Pound leaving the centre section free to allow traffic of models to the main Runway. (Refer to Field layout attached)
- 5 Realignment of the Western North-South runway to maintain clearance from the car parking areas.

## 6 **Alteration of Car Parking Area**

The purpose of this proposal is to provide easy access for dropping off of models and equipment on both the East and West sides of the field. This needs to be decided before making repairs to the existing barriers.

### **Part 1 WEST CAR PARK** (Refer to Field layout attached)

Remove the existing barriers on the south and west sides of the car park.

Extend the car park closer to the pit area.

Limit the car parking to one line of angle parking towards the clubrooms.

The open area remaining is to be used as a DROP OFF ZONE only.

### **Part 2 EAST CAR PARK** (Refer to Field layout attached)

Eliminate the car parking in front of the Hay Shed to create a NO PARKING AREA, DROP OFF ZONE.

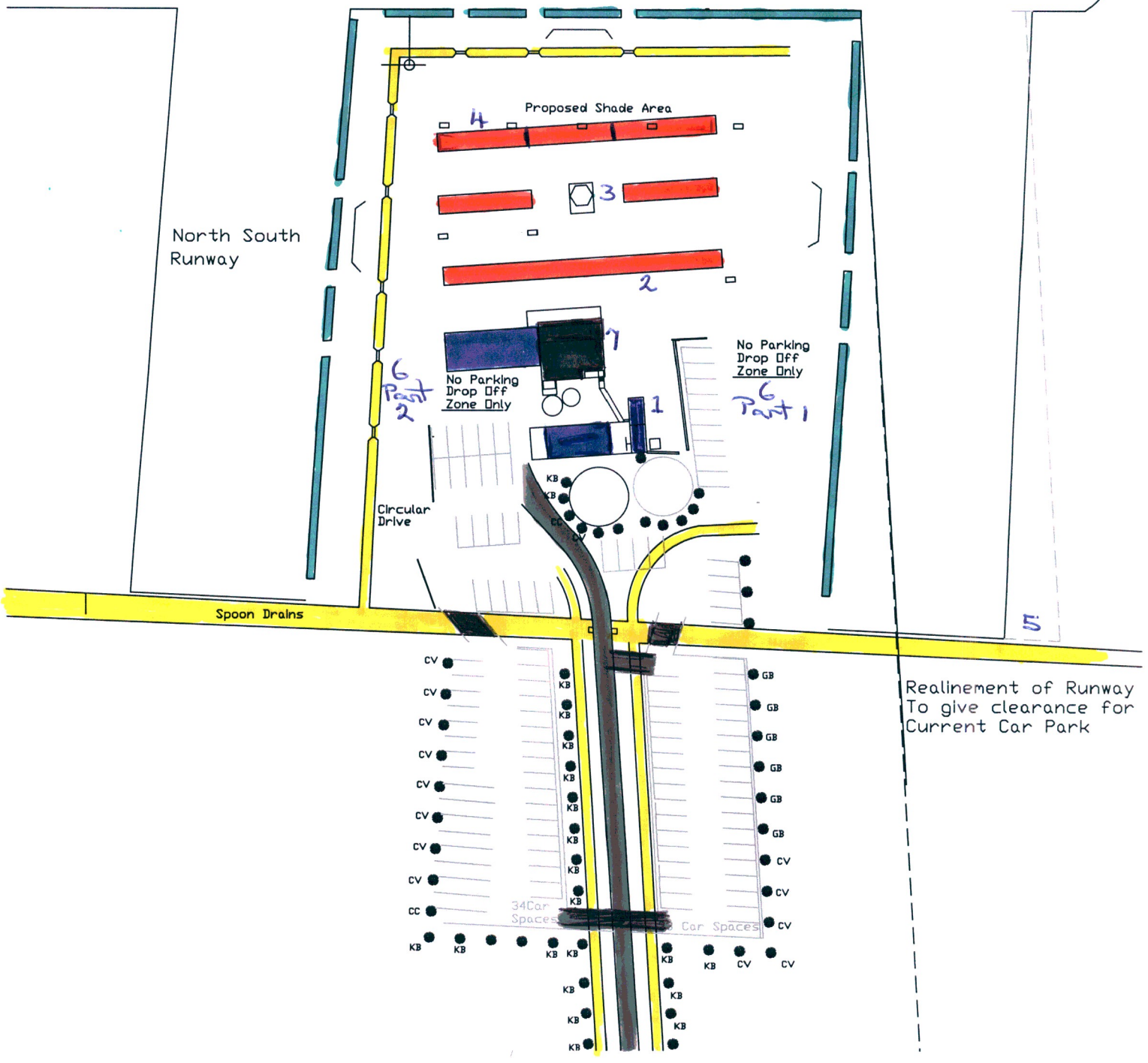
Change the barriers to create a circular drive to direct cars back to the rear car park.

During the preliminary discussion at the last General Meeting these proposals gained overwhelming support.

- 7 Construction of ramp for wheel chair access to the clubrooms.
- 8 Other general maintenance items in the pipeline for completions include: -
  - Repair to the bilge board on the west side of the club house.
  - Painting of the Club house.
  - Repairs to the clutches on both the Fergie and Kabota tractors.
  - Resetting the cross over drains to make to surface level with the surrounding area.
  - Replace lights in the Hay Shed.
  - Replace fans in the Club house.

East West Runway

North South Runway



No Parking Drop Off Zone Only

No Parking Drop Off Zone Only

Circular Drive

Spoon Drains

34 Car Spaces

Car Spaces

Realignment of Runway To give clearance for Current Car Park

# Scroungers, Bludgers, Cadgers and Other Wideboys.

F. E. Dibble

Until very recently, when the club has become successful enough and large enough to have to make decisions on where it spends its money, quite a lot was acquired for the club by members with an eye open for the main chance and a charitable bent. Here are a few I can remember. If you can remember any others either write something about them yourself or please remind me. I would also point out that, like Monty Tyrell when he wrote the club history, my memory is not one of my strong points. However, there is an upside to everything and getting it wrong will give you lots of opportunity to have friendly discussions about what really happened.

This thought was prompted several months ago by installation of some swings. Some of you will remember an extremely sumptuous two-storey if slightly dilapidated vertical playground acquired by Fred Webb. Apart from lots of stuff that kids could climb all over it had a slide from the top down, probably about 6 feet wide. We had no hesitation in letting kids climb all over it with little supervision but we have become so brainwashed that there is no way that we would let the kids have such fun now. Over the years it did slowly deteriorate and was eventually destroyed. Some years ago I ran a photographic competition in the club and one of the entries was a photograph of the playground.

Even before we settled on the purchase of the field in 1979 there were discussions about the construction of a clubhouse. After we moved in a number of plans were prepared and discussed and rough estimates of cost were made. Having organised an 11 month financial year so that we got money in quicker and the committee having had a whip round to buy the tractor, it was all a bit pie-in-the-sky. Then, at about 10:30 PM as a club meeting was closing and members were awakening to go home a new member of light stature and quiet voice sort of appeared down the back slightly above the other heads and announced timorously that an organisation in which he was very involved, Apex, had a clubhouse on property which it didn't own and said clubhouse was going to be destroyed in the next week or so and if we were interested we could probably have it.

The quiet voice belonged to Peter Harris.



We duly organised an expedition and together with Pres. Nell Manassa a swarm of us duly trooped down to inspect it and decided, 'Yes. We would like it.' In view of what we had we would have probably like a dilapidated vermin infested tent if offered. Anyway, Neil and others ran around to see what we could do about moving it and installing it at the field. After considerable negotiation (that's a flash word for closely avoided fisticuffs) we ended up doing a deal with a gentleman in the house moving business who wanted paying before he moved it. Of course Neil in typical fashion was in no way going to part with club money until it arrived at the field. In due course installation of the stumps and so on was organised and Neil duly awaited arrival of the clubhouse at the field with bank cheque in hand.

The club house was then quite modified in and out. I think the whole of the walls and the roof were virtually replaced. I remember Wally Schubach doing the light fantastic on the roof with hammer in hand. We were all much younger and fitter then. Some time later the bar, which used to be where the Monty Tyrell board now hangs, was removed.

At a club meeting sometime later Ian Mitchell (I understand now into boats.) (*yes he is Ed,*) a cook by occupation and strong in tooth announced that he could get a commercial fryer for a couple of hundred dollars and we could make a fortune selling chips are our displays. (In those days we used to put on public displays to raise funds for ourselves and charities. The Nanny State has duly taken care of that.) It must have been a very late night because the





members duly encouraged him to go ahead and our willing workers duly installed it in the kitchen where it remains to this day, probably because it's easier to leave it there than remove it. However, the crowning glory was then realising that we had to install a canopy and ventilation for same and that was going to cost us about \$1500. The rats and mice seemed to make more use of the fryer than we ever did.



Then there was Brian Dart. One always had the slight feeling that if he couldn't scrounge something somewhere else he might even scrounge it off you. Anyway, in those days Brian worked as a truck driver for the railways, delivering stuff overnight which would otherwise take a week to get somewhere by rail. He came across and duly purchased for the sum of, I think, \$1.25, two railway signals, one of which of course now carries our windsock. The other lay at the side of the dam

for many years until we finally concluded that we probably didn't have a use for it.

Leaving probably the best till last, there was then Wally Schubach. Amongst his many achievements is our flagpole which you can see in front of the clubhouse in one of the preceding pictures. My vague recollection is that after Telecom was split off from the PMG (for the youngsters, the Postmaster General's Department which used to run very incompetently our monopoly telephone system and somewhat better the Post Office which became Australia Post; Telecom became Telstra when it was privatised.) Wally frequently looked with a true Protestant abhorrence of waste, and a touch of covetousness, at this flagpole, in his words, "Just lying around". It was reputed to have cost, quite believably, over \$4000, a tidy sum in those days. Lying there in limbo, neither the Post Office nor Telecom bothered to lay claim to it. With an instinctive knowledge of the laws relating to the abandonment of goods acquired over a lifetime of observation and

experience, and having no wish to bother anybody about it, Wally eventually decided that we could make better use of it.

The next problem became moving it. It was over length for carrying along the highway and done legally would probably have involved months of applications, dozens of forms and a police escort. Therefore somewhere around about 4 a.m. Wally and a veteran member of the club who later became secretary of the Co-Op who owned a truck, also seen in one of the above pictures of the clubhouse, manoeuvred it on to the truck and duly and very carefully transported it to the field.

One of Wally's several other acquisitions was the fencing which now surrounds the dam.

This was all done quite above board. It was surrounding some Telecom premises and for some reason had to be removed. My recollection is that Wally sort of obtained the contract to do so, no doubt by tendering a very low price as it was a swarm of our volunteer members who were going to remove it. Accordingly a large bunch of us trooped up to the premises one weekend and duly got the fencing onto sundry vehicles and we got paid for it. , For some reason I can't remember, it was transported to the garden of a members new house and some of it left



there for some time, I have no doubt to the considerable annoyance of said member's wife.

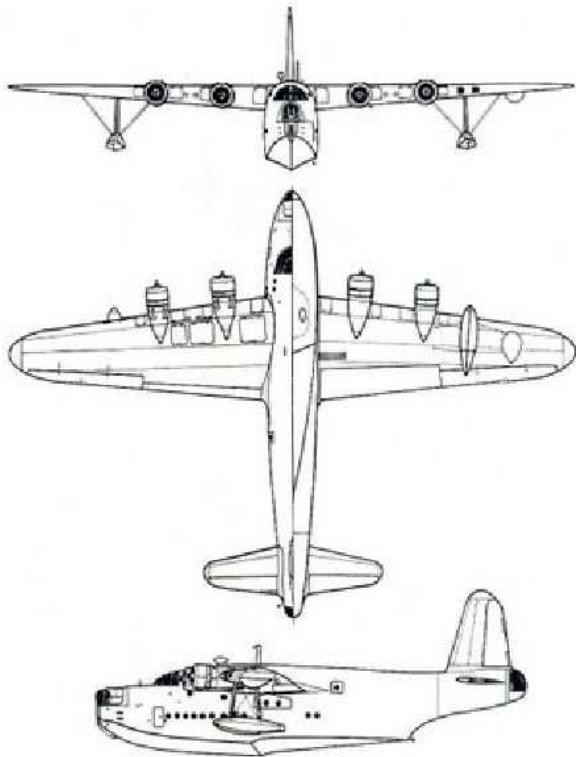
Well, that's about as far as my memory goes at the moment except for one thing. Ever since the club started there have always been whinges about only a few of the members, the same old members, taking part in working bees etc. Many years ago, when our membership was somewhat lower than now and I was more active in the club myself, I sat down with a list of members and ticked off all those who I knew had contributed to the club by physical labour or in some other way. It was a good two thirds of the club. Having regard to the fact that I think at any time only about two thirds of our members or less were what I would call actively involved as opposed to hoping to get round to building a model and flying, I thought that was a pretty good result

# Short Sunderland

*Richard ( Dick) Ryland*

Sent to far north Victoria to begin work in the 1960's as a 19 year old I was stunned one day to see an absolutely huge dragon type of thing cross the road in front of me! I had never heard of anything like it, let alone have actually seen such a thing before. I was fairly bursting to tell everyone about what I had seen but decided not to just in case no one believed me and I was ridiculed. Perhaps I should have been for having never heard of goannas before!

I felt much the same whenever I looked at pictures, particularly plan views, of Sunderland aircraft as the engines definitely seemed to be pointing outwards at an angle! Again, I kept these observations to myself for decades as I thought it might be some vision problem of mine or misprint of the image. I couldn't possibly imagine a reason for the engines being actually installed at that angle.



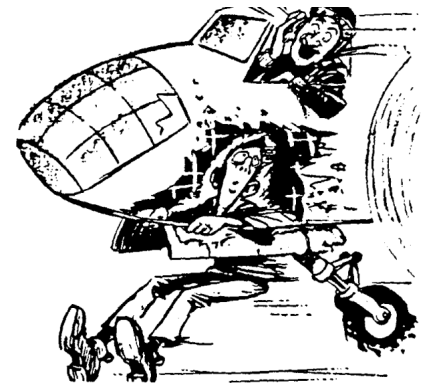
It was with immense relief that I found out not too long ago that late in the construction of the first aircraft it was decided to replace the rear turret with a much heavier powered one thus moving the center of gravity too far aft to safely fly the aircraft. It was flown as originally designed but without the armament installed however once the heavy guns, their ammunition and turret driving mechanisms were installed the centre of gravity issue had to be addressed before the aircraft could fly again. The problem was overcome by simply fitting spacers into the front spar attachments thus angling each of the wings backwards by over four degrees. The engines, still at ninety degrees to the wing, were now at an angle to the

flight path of the aircraft. It was a neat compromise losing little in propulsion and needing minimal reengineering of the aircraft.

So, I was not crazy after all! Fancy that though, the Short Sunderland flying boat....one of the few swept winged aircraft of WW11!



# Short finals



## Joke of the Month

*His request approved, the CNN News photographer quickly used a cell phone to call the local airport to charter a flight.*

*He was told a twin-engine plane would be waiting for him at the airport.*

*Arriving at the airfield, he spotted a plane warming up outside a hanger.*

*He jumped in with his bag, slammed the door shut, and shouted, 'Let's go!'*

*The pilot taxied out, swung the plane into the wind and took off.*

*Once in the air, the photographer instructed the pilot, 'Fly over the valley and make low passes so I can take pictures of the fires on the hillsides.'*

*'Why?' asked the pilot.*

*'Because I'm a photographer for CNN', he responded, 'and I need to get some close up shots.'*

*The pilot was strangely silent for a moment, finally he stammered,  
'So, what you're telling me, is . . . You're NOT my flight instructor?'*

## Tower Talk

British Airways flight asks for push back clearance from terminal.

Control Tower replies: "And where is the world's most experienced airline going today without filing a flight plan?"

ATC: "Al Italia 345 continue taxi to 26L South via Tango - check for workers along taxiway."

Al Italia 345: "Roger, Taxi 26 Left a via Tango. Workers checked - all are working"

Lost student pilot: "Unknown airport with Cessna 150 circling overhead, please identify yourself."

Frankfurt Contol: "AF1733, You are on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final; reduce speed to 130 knots."

Pilot: "Roger", Frankfurt. We're bringing this big bird back to one-hundred and thirty knots fer ya."

Control: (a few moments later): "AF33, helicopter traffic at 90 knots now 11/2 miles ahead of you; reduce speed further to 110 knots."

Pilot: "AF thirty-three reining this here bird back further to 110 knots"

Control: "AF33, you are three miles to touchdown, helicopter traffic now 1 mile ahead of you; reduce speed to 90 knots"

Pilot (a little miffed): "Sir, do you know what the stall speed of this here C-130 is?"

Control: "No, but if you ask your co-pilot, he can probably tell you."

Controller: AF123, say call sign of your wingman.

Pilot: Uh... approach, we're a single ship.

Controller: Oh, Oh, Shit! You have traffic!

Tower: "American...and for your information, you were slightly to the left of the centerline on that approach."

American: "That's correct; and, my First Officer was slightly to the right"

Controller: "USA353 contact Cleveland Center 135.60."(pause)

Controller: "USA353 contact Cleveland Center 135.60!" (pause)

Controller: "USA353 you're just like my wife you never listen!"

Pilot: "Center, this is USA553, maybe if you called her by the right name you'd get a better response!"

Controller: "FAR1234 confirm your type of aircraft. Are you an Airbus 330 or 340?"

Pilot: "A340 of course!"

Controller: "Then would you mind switching on the two other engines and give me 1000 feet per minute, please?"



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## MODELLING "BOOT SALE"

At the P&DARCS Field as part of the - **Monty Tyrell Scale Day**

**Sun. March 21st. 2010**

Do you have any modelling stuff you want to sell? If so then why not hire a site at the **HUGE P&DARCS MODELLING BOOT SALE**.  
Sites are available for \$10-00 for the day and will be approximately 2M X 2M. Come Along and get the Bargains.

To book a site - contact;

Ivan Chiselett on 9898 4379 or president @pdarcs.com.au

**Note; All sites are to be pre-booked, none will be available on the day**

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