

The News

April 2008



PDARCS



Next club meeting

Sunday 6th April 12noon Start

12 noon BBQ followed by Club Meeting

This Month is Show & Tell so It's up to you to entertain your fellow club members.

Darryl Cope who was this years Monty Tyrrell Organiser is pictured above with a gorgeous little electric model that sadly is no more.

The model is semi-scale Curtis Jenny

Check it out in full colour @ www.pdarcs.com.au

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
Phil Langton 9587 5404

Secretary
Don White 9560 2726

Treasurer
Peter Harris 9775 4788

Registrar
Rob Till 9707 3254

Contest Director
Glenn Cossor 9799 9540

Club Captain
Wal Schubach 9700 6166

Safety Officer
Paul Sommerville 0419000698

Field Manager
Bill Hawkes 9786 5641

Facilities Manager
Paul Somerville 0419000698

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

Catering Manager
VACANT

Webmaster
Daniel Jenkins
webmaster@pdarcs.com.au

Social Director
Committee

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

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Editor's Bit



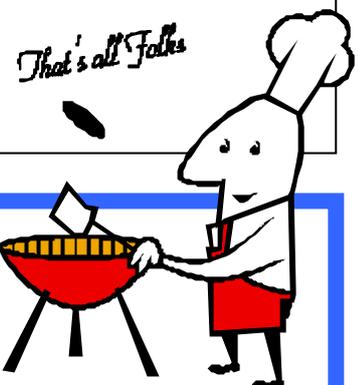
I am fast running out of models. Don't know what happened to the last one but I was flying inverted just a half a mistake high and made a full mistake. The wreckage was spread over a large area and was actually not really recognizable as model remains at all.

No time to replace it at the moment though with the newsletter due, holiday weekends being quite full of non flying bookings and a top secret unusual model to finish for the VMAA Trophy, I really don't see a replacement being on the horizon. Thankfully I have a couple of little lecky model so the will at least give me an excuse to venture down to the field again.

I missed the Monty Tyrrell event again this year as I was off camping that particular weekend but from what I hear it was a very successful day. We have plans for an even bigger event next year and as we now have an official event organizer , Darryl Cope, I can see no reason why those plans won't be realized.

Our next big event is the VMAA trophy. Traditionally most club members opt not to roll up to this event as the field is closed . This is a shame as you can still have a lot of fun by just spectating at the event, particularly on the Sunday. It would be really motivational for the P&DARCS team if a bunch of their fellow club members came down to cheers them on. It is actually embarrassing that some of the visiting teams quite often have more supporters than the host club does.

Well, Easter is waiting for no one so I had better get on with this newsletter so I can have it out immediately after that weekend. I am also hoping to have this newsletter and last months on the website by the time you receive this so go and check them out. The photos look so much better in colour.



Next Meeting

At the Field

Sunday April 6th

Show and tell this month so if you have a project on the go or some fancy new gadget bring it along a fascinate all of us.

BBQ - 12noon followed by the official meeting and Show and Tell

Raffle prizes donated by The Hobby Specialists - Canberra, A.C.T., Addies Hobbies & Permagrit Australia

"Presidents Ponderings"

Alan Coleman



Just a short version of the President's Ponderings this month. As I am off to Vietnam, for two weeks in connection with some work for the World Health Organisation.

Some of the committee were absent from the last meeting, as they were flying gliders at Camperdown. A great time was had by all, with only a few abrupt arrivals. On Saturday there was very little wind in the morning, and several attempts to launch float planes off the lake showed no success. Bill Reynolds won the admiration of all for his persistence in trying to coax his twin 15 float plane off the water, but once off, it refused to straighten up and fly right!

In the absence of some of the committee in Camperdown, the stay-at home members have managed to find and appoint a new Webmaster. A big welcome to Daniel Jenkins, who has already showed his mettle by installing the membership application form on the website and by the time you read this no doubt a lot more as well. We look forward to future improvements. Suggestions will be appreciated.

Unfortunately, I will be absent for the Monty Tyrell. However, Darryl Cope and Wally Schubach have organised a team of the usual top contributors, and I believe that despite a late start, the day should be a success. Many thanks to Darryl and the team for stepping in to the breach.

See you next month.

Alan Coleman

Secretary's Report

Meeting Held at Burley Field Saturday March 1st

Meeting opened: 12.30 hrs

Apologies: Alan Coleman, Peter Harris, Don White, Rob Till, Ted Stevens, David Glossop, Frank McPherson & Fred Webb.

Visitors: Geoff Walledge of Pacific Models

Welcome: New Members Bruce Smith, John Willis & Richard Rutkowski (rejoining).

Acceptance of Minutes from last meeting: Moved Mal Ceaser second Darryl Cope. Carried

Business arising for previous minutes: Nil

Reports:

President: Absent

Vice President: Acting as meeting chairman in absence of President.

Share parcels are running out so we are in the process of writing to ex members. Also if you have more than one parcel of shares please consider selling one of them. Club is looking into cost of updating mowing deck. Reminder that Peter Harrison is doing an excellent job as litter cop and remember to take your rubbish home with you or place it in the bins provided.

Secretary: Absent editor taking minutes of meeting

Treasurer: Absent

Registrar: Absent

Club Captain: Reminder that the VMAA trophy is on next month and we almost have a full team but are still looking for a couple of members so please contact Wal.

Editor: Pleaded with membership not to send him photos of his crash because then he will be forced to publish them. Thanks for all of the regular and not so regular contributors to the newsletter. Contributions always welcome.

Safety/ Facilities Mgr : Absent

CD: Absent

Catering: No Report

General business: Disabled access: Preliminary plans prepared and costing being done for modification to veranda and for disabled toilet. A shower may be incorporated into this project.

The cubs Domain Name (pdarcs.com.au) has been renewed for further 2 years

Roly has committed to finishing off the weather station project before he leaves for China.

Monty Tyrrell event is 9th March and Darryl Cope has volunteered to co-ordinate the event. He needs helpers on the day.

Meeting Closed 13.06hrs

Geoff Walledge of Pacific models gave very interesting presentation of his current product range. Raffle was drawn thanks to Pacific models, Addies hobbies and Permagrit for donating raffle prizes.

What's On at P&DARCS

April

6th - Club Meeting – Show & Tell
12th -13th VMAA Trophy & Car Boot Sale

May

4th Club Meeting at Field
Special guest presenter Hyperion Australia

June

4th Wednesday Club meeting (visit to Rotex Engines)

What's on elsewhere

Date	Event	Location	Organiser
April 6	Annual Flying Display	Ballarat	BRMFC
6	Keith Hearn Memorial Fly-in	Boundary Rd	MARCS
6	Sports Aerobatics (for beginners)	Crib Point	WPMAC
11-13	Jet models	Wangaratta Aerodrome	VJAA
12-13	VMAA Trophy inter-club competition		VMAA
	YOUR CLUB COULD WIN IT!		VMAA
19-20	Victorian State Champs: Old Timer		
	The venue this year is Monarto, South Australia		
20	Scale Rally	Lilydale	L&DMFA
20	Display day	Bangholme	SEMAC
25-27	Scale WW2 models	Wagga	WMAC
26-27	Wet & Dry Flyin, Lake Narracan	LaTrobe Valley	LVMAC
26-27	Display weekend	Wagga	WMAC
25-27	F3A Pattern Aerobatics		
	VPA Australian Masters	Shepparton	VRF



Registrars Ravings

Rob Till

Membership List

The membership list was distributed in the November newsletter.

New Members

Please welcome the following new members:

Callum Brown,	Bunyip – new Provisional Pensioner member
Jonathan Goudge,	Mooroolbark – new Provisional member
Jared Goudge,	Mooroolbark – new Junior member
Rudolf Koehler,	Donvale – new Provisional member
Justin Neofitou,	Pakenham – new Provisional member

Membership cards for new members are gold coloured to assist other members to recognise them and help them settle down in the club. We hope that you will enjoy flying with us.

Email Addresses

If **YOU** have changes your email address please let me know – rtill@melbourne.anglican.com.au.

PS from the ED , the newsletter will be distributed by email soon so make sure that we have your correct email address.

Club Captain & the VMAA Trophy

12th -13th April

And our team is:.....

Helicopter :-	Alan Foley, reserve Bruce Smith
Scale aeros:-	Glen Burgdorf .
Thermal Glider:-	Tony Grieger, Reserve Ross Bathie.
Fun Scale:-	Peter Harris
Fun Fly:-	Peter Harrison
Electric Glider:-	Toby Gauman
Club Racing:-	Keven Chiselett
Old Timer: I	Ian Robinson
Musical Landings:	Chris Caulcutt
Most Unusual Model:-	Bay 13 team



As team manager I expect to see all the team practicing and if I find that there are some lagers I will cut them out of my will.

Best foot forward ,shoulder to the wheel etc ,
If you need help Need help YELL,.... Where Wally !!! Tel 9700 6166

P&DARCS Webmaster



Believe it or not we have a new one and we have finally found one with the time to keep the site up dated. So Check it out soon at www.pdarcs.com.au. Finish reading this wonderful newsletter first of course. If you take a really good look you will notice that this newsletter is actually already on the website and in glorious full colour.

Almost forgot. Who is our new Master of the Web?..... Spiderman ? Nope it's Daniel Jenkins. He is actually to bashful to post his picture on the site but I will work on that. You can contact him at webmaster@pdarcs.com.au



Fliton Prodigy Electric - \$350 ono

Brand new - not flown but ready to fly all fitted out with Hyperion Outrunner, Hyperion Speed controller, Hyperion 2100-3S pack, APC E prop.fitted with Futaba 3110 servos on all surfaces



Oily Machinery

OS 52 - four stroke \$150 ono
Just run in, very low hours, lovely engine.

YS91AC - four stroke \$175 ono
Superb engine, plenty of power with YS quality.

Dale Nicholls 0409 012 056



R.C Simulator software
Great Planes, Real Flight G2
Contact:
Frank McPherson 9775 7698

Great Web links

I get swamped each day with numerous emails but sometime there are gems amongst them. Check out these two great links . In particular the second one.

<http://www.gillesvidal.com/blog/pano/cockpit1.htm>

<http://www.bobandsylvia.com/FIG/HTER.htm>

BEAUTIES!

Richard (Dick) Ryland

The most beautiful aircraft ever made

Hawker Hunter

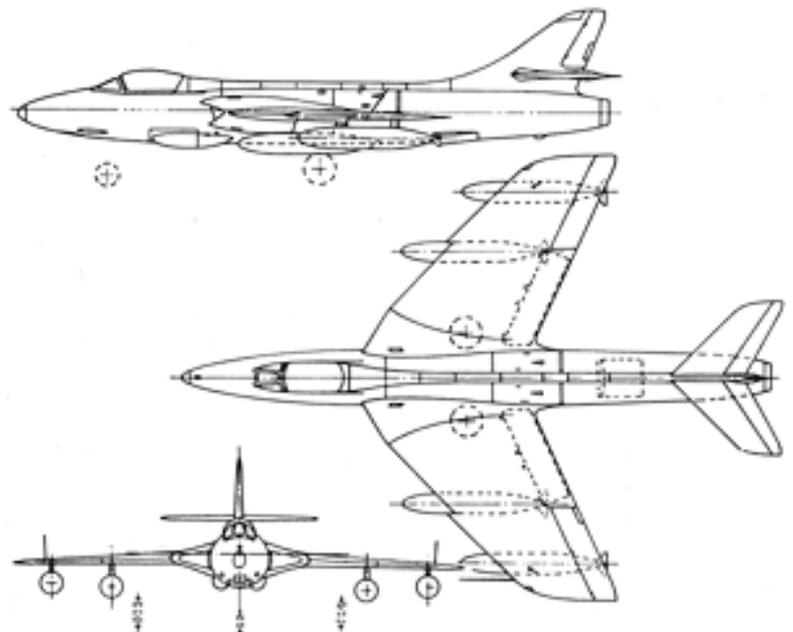
Anyone of my advanced age had the benefit of growing up in the fifties a time I refer to as the second Golden Age of Aviation. In those days Great Britain was still at the forefront of military aircraft design and her test pilots were household names even out here in the colonies! A huge variety of aircraft were developed during this period and records were constantly being broken. The thunderous sound of the jets and their sleek form courtesy of the swept silver wings had a young boy on a South Gippsland dairy farm totally awestruck.

The great test pilot Neville Duke will always be associated with the Hawker Hunter. He rose to fame the day he flew a Hunter in the great Farnborough Air Show immediately after another great test pilot, John Derry, had died when his De Havilland DH10 jet broke the sound barrier then disintegrated also killing many of the spectators. Duke's, 'the show must go on' airshow routine concluded with another supersonic boom reverberating across the airfield.



The Hunter, an RAF replacement for the Gloster Meteor, first flew in 1951. Almost two thousand of them were made and they flew in many air forces around the world for over 40 years. They were the epitome of the fifties' fighter with swept wings and often mostly left in glistening silver. In those days after the boffins had decided what the aircraft *needed* to look like someone with an eye for *form and function* would smooth out the profile to produce a beautiful looking machine. Nowhere was this done better than with the Hunter. It is a superbly proportioned aircraft, one of the all time classics. Hawker's great designer Sydney Camm declared it his most beautiful design.

The Hunter was not only known for its good looks. At one time with Duke at the controls it took the world air speed record at 1170kph and huge 30mm cannons demanded respect in the air. The loop and barrel roll of 22 (twenty two!!!) Hunters at Farnborough in 1958 is a record that still stands today fifty years later! How many jets do we see during an aerobatic display at Avalon? Usually...one. Supersonic booms and massed jet aerobatics at airshows? Those were the days! The days of death defying test pilots and dazzling Hawker Hunters, some of the most beautiful aircraft ever made.



Monty Tyrrell 2008



Well the Monty Tyrrell scale rally has been run and won ! The weather god smiled upon us as well !! excellent day with light winds, and with 28 entries, a busy day ensured ! flying was excellent, and thankfully no prangs were recorded, 1st place went to Alan Male, flying a drifter ultralight, powered by a petrol motor. Alan flew the aircraft very well, and was very consistent in taking off, flying and landing. 2nd place went to mark Collins, flying his magnificent DC3. Mark had problems with one of the motors going off song, but never the less, flew the aircraft to credible 2nd place ! well done Mark ! 3rd place went to Graeme Simpson flying a magnificent piper super cub. The winners of the raffle were; 1st Frank McPherson.....ultimate bi plane kit, donated by the P&DARCS and Addies Hobbies 2nd David Glossop.....P40 kit donated by Ian Thompson 3rd Roly Gaumann.....car jumper cables donated by Darryl Cope



As with any event its the volunteers that make it happen! I would sincerely like to thank the following people who volunteer thier time to make the event Happen! Firstly my partner in crime, Walshy !!!

C/D.....Paul Sommerville
 judges.....Graham Godden
 Frank Dibble
 Peter Harrison
 Don White
 Frank McPherson
 Kitchen.....Wally and Pearl
 Gwen Robinson
 Judy Webb
 P/A system Angelo Favaloro
 Raffle.....Daniel Jenkins
 Judy Webb
 Transmitter pound.....Bill Hawks
 Keith Young
 Entry forms.....Darryl Cope
 Ian Thompson
 photos for news letter !!! - Thommo
 Web Master... Daniel Jenkins
 OJ Fred Webb

If I have missed anyone, My apologies ! Next year will be a bigger event, and will be advertised in newsletters, RCM News VMAA news letter, so keep watching !

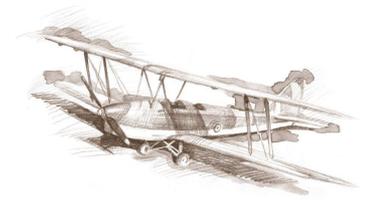
Cheers DARRYL COPE.





Converting an ARTF to an RTF.

Harold Frodsham



This started out as an alternative to completing the building of a model from plans. I decided that I needed to do something that did not require a lot of building or modification.

Reading the changes that some modellers were performing in articles in the Pommy magazines this seemed to be the way to go. As I had become interested in sport scale I decided to look at what was available. Addie had several different models but the one that I thought would finish up looking the best was a Tiger Moth. Addie had two of these. The one that looked the best was a 1.44mtrs (56.7 inch) from Phoenix Models. So it left the shop under my arm.

Part of the conversion is to change the motive power from 46 noise to an electric silence. (The main difference is the silence.) With this model there is plenty of room for all the modifications needed.

So, to the changes are.

From the spare parts box came the servos for the ailerons, rudder and elevator. These are Hitech HS81's. Slim ones, that became part of the first change. The instructions show the installation of normal size servos standing out from the bottom of the wing. **YUK.** I cut the holes in the wing bigger for the servos to take the HS81s on their side mounted on 1.5mm ply. The ply was covered with the same colour film. After attaching extension leads to the servo leads, the ply plate with the servo attached was screwed to the bearers in the wing. Half "A" control horns were screwed to the ailerons. Control rods of 2/56 wire were cut to size, kwik links were attached, the whole control link installed on the wing. The instructions were then followed and the lower wing halves were epoxied together. The upper wing panels were then epoxied to the "fuel tank" which is the centre of the top wing.

The cabane struts and the inter plane struts supplied in the kit were not to my liking. So, I made new cabane struts and inter plane struts from pine wood, suitably shaped, painted with clear matt polyurethane. These look great, they are also less than half the weight of those supplied. (Well 200 grams is 200 grams.) Attaching the cabane struts and the inter plane struts to the wings then mounting the wings on the fuselage brought the first problem (challenge, change, *#@!). I made the first boo boo. The inter plane struts are different lengths, and you guessed it I put them on **WRONG** way round. This made trying to place the cabane struts in the right position to attach to the fuselage a mite difficult. My son pointed out the error of my ways. Changing the struts made things different but the top wing now had a lot of negative incidence. To overcome this I had to shorten the rear inter plane struts. I made some new ones, as there would not be enough meat on the originals to drill new mounting holes. Holes were drilled in the fuselage and the cabane struts screwed to the fuselage. The wings are mounted!



The model is designed to be flown with a 40 - 46 noise. I had no intension of going down this path. My son, Stephen, offered a 30mm Hyperion outrunner motor (HP Z3025 - 8) to power the model. I accepted. With a 45 amp ESC and 3S2P LiPo battery of 8000mA capacity the model would fly very similar to the prototype.

To fit the motor under the cowl a stand off had to be made. I chose to use the mounting holes with blind nuts installed in the firewall for the IC engine mount. 3mm aluminium was cut, shaped and drilled to screw to the firewall and for the standoffs. The standoffs were turned on the lathe to 10mm diameter then drilled and tapped for 3mm screws. The front plate of 3mm aluminium shaped then drilled to accept the motor and connect to the

standoffs. Screwed to the firewall the correct distance was ok for the motor assembly but required packing to achieve a bit more down thrust. Another bit done.

Next was to redesign the control for the rudder! The instructions bring push rods out the top of the fuselage in front of the fin for both the rudder and elevator. No comment. The Tiger Moth has both the rudder and elevator with pull-pull control wires. The rudders control wires are connected to a bar which is driven from the rudder pedals. The bar exits the fuselage under the front cockpit. I made a bar from epoxy/glass board (PCB board), internally connected



to a servo. The wires are connected to the bar with kwik links connected to 2/56 threaded wire. Nylon covered stranded wire loop at the rudder through 1/2A control horns. Not completely scale - but looks good.

The cowling was not a good fit but with a bit of juggling (brute force), and with an aluminium bracket at the bottom the screws were inserted. Cooling (scale) holes were cut in the cowling with the Dremel where holes should be. The cowling is epoxy/glass, painted to the colour of the covering (which is Oracover) but is not a good fit to the fuselage. Even the instruction sheet shows that some difficulty was found in fitting the cowling to the fuselage.

The stabiliser and fin were glued to the fuselage making sure they were correctly aligned. The stabiliser was ok but the fin required some cutting and adjustment to be correctly aligned. The tail wheel was screwed to the fuselage and connected to the rudder with minor adjustments.



Putting the model together came next. Checking to see where the CG is - found it towards the tail. Now using a big battery (470 gms) find how much weight may be required if the battery cannot be as far forward as needed. Difficult! Access was not as easy as first thought. Cutting a hole between the under carriage struts does not provide enough room to insert a battery. After much discussion over the necessary comforter the front pilot was removed, cutting out his "seat", cutting a hole where the instrument panel is then inserting a thumping big piece of foam rubber where a fuel tank would sit. Inserting the battery on top of the foam looks like it brings the CG to somewhere it should be. With the motor, the ESC and cowling in place the CG should be fine. I made new "seat" and instrument panel all of which is removable to access the battery.

The ESC is fixed to the firewall with Velcro. The receiver is fixed to the servo platform with Velcro with the antenna fed through a plastic tube to exit under the stabiliser at end of the fuselage. The aileron servos use separate channels, this allows finer adjustment of the control throughs.

Tests with the Hyperion motor and the 3S2P batteries with a 280 x 140 (11 x 5.5) propeller provided a current draw of 34.5amps at maximum speed of 9450 RPM. More than enough to pull the Moth around.

The all up weight (AUW) is 2.35kgs (5.2lbs), a light weight. This will be less than the estimated weight of the model, 2.8kgs (5.87lbs), with the noise and its additions.

The first flights were done without the flying wires which have now been put in place. Although the balance of the plane was set as prescribed and the plane did fly alright it was decided to bring the balance point further forward. This was because the elevator trim could not be maintained in level flight. This is achieved by installing a separate flight battery, a 2S1P LiPo with a voltage regulator to power the receiver and servos. Power for the ESC coming from the motor batteries. Balance is now 10mm forward of the specified position. Flight testing to be done when then the weather is more favourable.



Semi-scale Tiger Moth ARTF.

STATS

Manufacturer:-Phoenix Models
Wing span:- 1440mm
Length:- 1120mm
Motor:- Hyperion HP Z3025 - 8 outrunner
ESC:- 45amp Castle Creations (noBEC)
Motor battery:-3S2P 4000mAh,10C discharge
Radio battery:-2S1P 1000mAh
BEC eliminator:-Align 5.8V, 6.0A output
All Up Weight (AUW):- 2350gms

Mug of The Month



I guess that the Mugs amongst you have been breathing a sigh of relief of late , believing that I had shelved this column. Well. Sorry guys It's Baaaaaa...aack



First of all I must mention my most prolific Mug of the Month in years gone by, Don Klein. Unfortunately, I have absolutely nothing on him but Don gets a kick out of being mentioned so I don't like to let him down. Congratulations Don for being the first Mug that didn't actually do anything. Don will be all tucked up in bed reading this so now that he has a smile on his face he can curl up and dream of the day he received his Mug of the Year award.

Ok ! Lets get onto the real mugs. Now our first mug could retaliate as he produces a magazine of his own but I will go for it anyway. Stephen Green please step forward and explain to the readers why after checking and correcting reversed ailerons you still took off with them reversed !!! "Apparently" after correcting the problem on the model memory Stephen didn't save the change and committed aviation albeit erratic aviation. Bugger got it down in one piece though.

Speaking of getting it down in one piece. I was minding my own business, flying inverted at half a mistake high when I have a full mistake. Personally I blame meteorological conditions for the deviation from controlled flight. However to appease the witnesses who claim that I never include myself in this column, I submit the following photos of the rubble. De finitely not a repairable proposition. Now what did hurt me was when Laurie Anderson offered to come out and help me pick up the good bits. I thought " how kind and caring of him" We wandered out there and as I surveyed the large impact area and with a tear I my eye I turn and caught Laurie taking a photo !!!



Looking past Laurie I could see Thommo with his telephoto lens also taking a few shots – With friends like these.....

Now I know that my next Mug is a bit coy about this and has told only his closest friends so I will not mention his name or what he did. A word of advice though, don't drill a hole for your undercarriage strap when you have your Lipo onboard. If you do, quickly pull it out, chuck it on the concrete floor and watch it burn.

I had better do this next one this month while Ivan is overseas, coz he is a lot bigger than me.

Ivan C was readying his well-worn Goldberg Extra for a practice flight. Ivan is/was our entrant in the upcoming VMAA trophy in the scale aerobatics. Anyway, Ivan started up strolled out to the runway, taxied out lined up and took off. Very nice take off, straight as an arrow. Ok lets turn..... very nice flight straight as an arrow..... hmmm, more aileron very nice flight straight as an arrow. As the model disappeared over the levy bank Ivan suddenly wished that he hadn't trimmed it out so well. In case you are wondering why it ignored him, Ivan hadn't plugged the battery in firm enough and it vibrated loose just after take off.

Ok and the best for last.

As some of you are aware a few of us are currently building models for the VMAA trophy's most unusual model event. Unfortunately most of us are dragging our heels a bit . So when Knobby arrived at the field with his finished model it attracted a crowd of fellow builders to see how it had turned out. The model looked good so after the usual banter and advice from those who hadn't actually finished theirs off, yet. Knobby got on to the job at hand. firing up the motor.

Got it running nicely. Every one stood back to give knobby space so he could carry it out for a test flight when .. guess what ?

- The motor stopped Nope .
- It was noticed that the controls were reversed..... Nope.
- The wheel fell off..... Nope.

Come on guys surely your can guess.

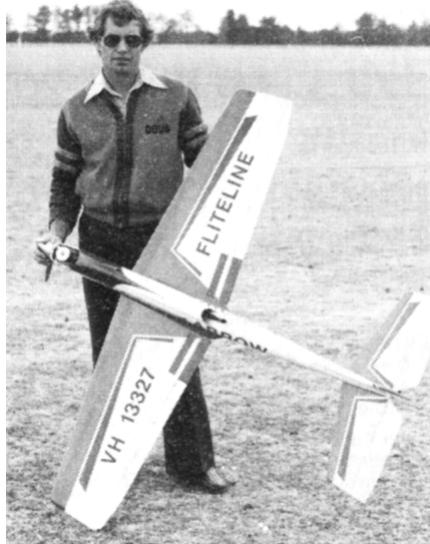
The Motor fell off of course !!!

I remember when I was young

Glen Burgdorf was browsing through an old 1980s mag in the club rooms the other day when he came across photos of much younger versions of two of our club members. Can you pick who they are?



Answer at bottom of page



Lecky Fortress



A terrific model by one of our long time electric modelers Derek Trussler. The four engines take ages to flick start ☺

I have seen Dereks model in the air and it really does look the part. I our brave new electric world multi engines model need no longer hold any fear of engine out flying.

And for those of you who

haven't recognized the model yet it is a classic Boeing B17 Bomber.

The Crow !!

Don't know if any of you guys were fans of Get Smart in your Youth. If you wernt then I guess your won't get the title.

Look closely at the picture and you will see holes in the wing sheeting. These were created by a Grumpy Eagle at Camperdown.

I think that Roly was a bit lucky here as I remember lots of years ago John Gottschalk wasn't so lucky.



We were bungy flying from somewhere near the top of Arthurs Seat when an eagle folded back his wings and made a bee line for Johns Foka . As I remember is was a big Foka not a little one. The eagle hit the model and continued through as if it wasn't there. Broke one wing panel clean in half.

The newz

Did you Know ?

- The Liquid inside young coconuts can be used as a substitute for blood plasma
- A piece of paper can't be folded in half more than 7 times
- You burn more calories sleeping that you do watching TV
- Oak Trees do not produce acorns until they are 50 years or older.
- The First Product to have a bar code was Wrigley Chewing Gum
- The King of Hearts is the only King without a moustache

Next Month

This is exciting for me as I already have stuff to put into next months issue so here are some teasers:

- Remember Darryl Gunst ? Of course you do. Well, I have a mini report on what is happening in QLD from Darryl
- Two more articles in the series of How to fly a plane from the man whose engine fell out last week. They should be good! Yep Knobby has put pen to paper once again.
- Report on the VMAA trophy
- Plus lots of other bits to fill the spaces in between

What Wal Wants



Dear David,

If you could make a notice in the news letter please.

I'm planning to make a CD of Aircraft or flying songs. So I would appreciate it if any member could lend me anything suitable that I may copy.

Wal Schubach. Tel 9700 6166

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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

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Graham Smit
Perma-Grit Tools (Aust) Pty Ltd
B11, Scoresby Industry Park,
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