

The News

June 2009



PDARCS



Next club meeting

Wednesday 3rd June

*Back at Dingley Community Hall
Marcus Road
Dingley Village*

Magnificent Bristol Bulldog from the workshop of Noel Findley of Ballarat.

Noel was one of the many entrants at the OS Engines Fly In

BURLEY FIELD

Wenn Road Cardinia

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- Kubota Loader
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- Ugly
- Mug of the Month

Editor's Bit



It's getting pretty chilli now that we are approaching winter. In fact by the time you read this we will most likely be officially into winter. So I guess I picked a bad time to get all enthusiastic about flying again. The days are shorter, colder and occasionally a tad damp. On the positive side of the ledger though there are less flyers down at the field so you can fly whenever you fell the urge to do so.

I was in the "Hangar" the other evening finishing of an ARF assembly and taking stock of my current collection. 5 years ago I would not have imagined that I would be flying ARFs almost exclusively and I definitely would not have predicted that I would have 4 electric powered ones. I cannot even imagine what I'll be flying in 10 years time.

My latest toy to add to the "better get round to assembling" pile is a Mig 15 Electric Ducted Fan. Hmmm, that will make 5 electric models. Once again, I never imagined that I would ever have a jet model albeit a small ducted fan. Five or so years ago ducted fans were quite an expensive option and turbines were for the very wealthy or single people. Now even the turbines are becoming affordable for the masses. Who knows what the next step for me and many others enjoying electric ducted fan models will be. Will kero burning turbines be the go or will the advancement in electric power and batteries make large ducted fan jets be the affordable way to go. Who knows, maybe we will have solar powered model that never need charging.

The OS day just goes from strength to strength. This years event was on a day that started out extremely dismal yet the attendance numbers did not decrease at all. Is it the lure of great OS prizes or is it because it is the only event all year for the sport flyer. Probably a bit of both but I think more the latter. If you attend scale rallies there is a far bit of flying but there is also a lot of sitting a chatting. This is not a negative by the way. At the OS day you have to hold the flyers back. If our trusty flight line bitch Paul Somerville didn't stop them you would have a dozen or so up at once. Sports Flyers just love to fly fly fly. I must admit that flying at the OS day is a lot scarier than flying at a scale rally but it is a fantastic event to be a part of. If you didn't make it this year, do yourself a favour and make sure you are there next year.

On a final note I did break a model recently and as the cynical amongst you always think that I wouldn't put myself into the Mug of the Month column I might just surprise you. If there is room this month, my story will appear in there.

That's all Folks

Next Meeting

Dingley Community Hall, Marcus Road Dingley

Wednesday 3rd of June 2009

This will be our first indoor meeting this year so make sure that you come along and catch up with you mates over supper.



"Presidents Ponderings"

Alan Coleman

With the onset of winter, we will likely see some rough flying weather in the weeks to come. This could mean that the models we have been using over the summer will be

subject to more stress than in recent weeks.

Some months ago, I brought a brand new ARF to the field for it's maiden flight. I asked a friend who had much smarter thumbs than me, to do the test flight. He took off, trimmed the model, flew a few circuits and handed it to me. I flew it for about five minutes, and then handed it to another friend to have a go. He flew a couple of circuits, and then tried a slow roll. The model rolled gently, and as it recovered - - - the starboard wing fell off!

We recovered the wreckage over by the drain to the east of the field. A detailed inspection of the remains revealed that where the inner wing ribs joined, the port wing rib had lots of epoxy, but the starboard wing rib showed almost no evidence of epoxy! Unaccountably, I had not made an effective structural joint between the wings; clearly my error.

Fortunately, in this case, the disaster occurred well away from the field, and there was no danger to any personnel. However, it served to illustrate to me the point that the structural strength of a model should not be taken for granted. A model which behaves well when flown serenely will not necessarily be safe when subjected to some aerobatics, or when flown in rough weather.

The incident prompted me to check and recheck the structural integrity of each of my models. I have been surprised to find, in some instances, that there has been some minor damage, previously unnoticed, which has probably been caused by a hard landing, or "hangar rash" I suggest that, in the interests of safety, the onset of winter is a good opportunity for all of us to check our models for structural strength.

Fly Safely, Happy landings.

Secretary's Report

General meeting held Saturday 2nd May 2009
at the Burley field Wenn Rd. Cardinia
Meeting opened at 1300hrs

Apologies: F Barabasz, P Somerville, N Parker, J Tortorella, O Turner, I Robinson

Minutes of the previous meeting be accepted:
Moved F Connolly Seconded M Caesar - Carried

Business arising from previous minutes: Nil

President: Unfortunately not too much water in the tanks.

Secretary: VFSAA scale rally Sunday 18th October 2009

Registrar: Club caps have arrived. If you require an extra membership card, this can be purchased at a cost of \$3. The renewal membership form will have a box inserted for members who do not wish to have their personal details printed on the membership listing coming out later this year.

Club Captain: VMAA trophy was a very good weekend, with only 4 clubs participating.

Editor: Please keep the articles coming, the news letter is going well. A good article by Brett Reaby on night flying.

Web-Master: All going well, Web cameras to be installed next week.

General: New fittings for the mower, front end bucket and a finishing mower that attaches to the rear of the mower at a cost of \$15,000, this to be put to the members and voted on at the next general meeting. A proposal to redress re-surface the runways.

Proposal to erect another smaller "Hay Shed" on the other side of the club house, this could be used for refuelling.

A suggestion to purchase a simulator to assist new members learning to fly.

Suggestion to put pipes in the drain at the end of the East runway and extend the length of this runway.

Thanks to Pearl Schubach for the sausage sizzle prior to the meeting.

Meeting closed at 1345hrs

Next general meeting Wednesday 3rd June 2009 at MARCUS RD. DINGLEY 2000hrs

Mike Farnan of Model Engines has invited P&DARCS members along with the Greensborough club to attend an evening at their warehouse unit 1/158 Browns Rd. Noble Park on Wednesday 15th July 2009 at 2000hrs.
Come along and see the latest of modelling gear, this will be a good evening not to be missed.

What's On at P&DARCS

June

3rd Wednesday Club Meeting at Dingley Community Hall, 8pm start
6th -8th Queens Birthday weekend

July

1st Wednesday Club Meeting at Dingley Community Hall, 8pm start
15th Model Engines Night Browns Road Noble Park 8pm start

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

June	6-7	VFSAA Scale Trophy	Shepparton	VRF
	6-8	F3A Pattern Aerobatics		
		Victoria / South Australia Challenge	Mildura	SAM
	6-8	Pylon Racing: AMPRA Champs.	Grafton	NSW
	21	F3A Pattern Aerobatics	Rosebud West	NMAA
	21	VFSAA Scale Rally / mini-comp	Yarra Glen	CAC
July	4-5	Pylon Racing: QM, F400, Q500, FA1	Bendigo	BRCAC
	5	Sports Aerobatics (for beginners!)	Derrimut	MARCS



Registrars Ravings

Rob Till

Membership List

The Membership List was published in November 2008.

Renewals

Membership Renewals will be distributed in June once we have the MAAA fee details. Now is the time to let me know if you have changed your address recently, this ensures that you will receive your renewal form in time for the new club year.

Privacy and the Membership List

At the last club meeting I said that we will provide an 'Opt Out' box for the Membership List which is published later in the year. Subsequently, I was asked why this was necessary and perhaps we were becoming too bureaucratic.

Whilst the state Privacy legislation does not apply to us as we are too small, there are some members who may not wish to have their contact details published, even when the list is only distributed to members. Whilst you may not understand why this is so, it remains the right of a member to withhold this information.

To address this issue, you may chose not to have your contact telephone number(s) included in the published List. In that case your entry will simply be your Name and Suburb. Otherwise the details will be published in the format used this year.

Committee Members

Only a couple of months until a new committee needs to be elected. At this stage I am not sure who is re standing or standing down. No doubt someone will. As it is we don't have a full committee anyway so there will be room for more even if everyone id silly enough to stay on.

If you feel that you can contribute to the future direction of the club why not move up from telling the committee what they should be doing and put yourself up for election. We have a large number of very capable members in our club and new ideas and outlooks are always welcome. Indeed they are good for a club.

Think carefully about it and if you are interested why not stand for the committee at the next AGM in August. Juniors are welcome to stand as well . We are getting a few juniors in the club of late so having their voice heard would be a good move.

If you join the committee your main obligation is to attend the Committee meetings which are on the last Wednesday evening of each month at the Dingley community centre. You would also be expected to regularly attend the clubs general meetings to keep abreast of club issues and be seen by the membership. You will also form time to time of course be expected to run with a committee task or project and assist at club events.

The big benefit is that you will pay **no tax** on your **earnings** as a committee member as yer not getting paid !

Seriously though, if you feel that you have something to contribute consider joining us. Chat to a current committee member if you want to know more.

From the Treasury

Notification of Fee Setting For The Financial Year 2009-2010.



The club fees will be set at the next General Club Meeting. To assist members make an informative decision a comprehensive budget will be available and presented to members at this meeting together with a list of projects for consideration.

Items relating to components for the tractor that will be presented for ratification by the club members are paid from our depreciation account and are only partially taken into consideration in assessing the club budget when determining the years subscriptions.

On top of the club subscriptions the VMAA and MAAA fees are being set over the next week to establish the total fees payable.

Be part of the process and come along to the next meeting, as this is an important issue that determines the continuing development of our club facilities.

Notice of Annual General Meeting of P&DARCS Inc

Wednesday 5th August 2009, 8pm
Dingley Community Centre
Marcus Road Dingley



Facility Manager's report *Paul Somerville*

The 3rd annual OS / Model engines event has come and gone and it was another great day. For those who didn't attend you missed out on a great event; the event seems to be getting bigger and bigger each year. If the event continues to grow it will rival the Shepparton scale event as more and more clubs join in the event. We had members from other clubs travel long distances to join in on the day.

It's disappointing to see that more of our own club members don't participate on the day in flying or helping to run the event, there are great prizes to be won for both participants and helpers. Even I won a prize which was drawn out of the helpers prize draw.

We should also thank the local Cardina primary school for providing top notch catering on the day as well. The ladies and gents from the school do a top job all day long.

I must also thank the helpers who packet up for me as well as I had to go back to work and attend a call urgently.

Now onto more serious matters, the next meeting there will be some large proposals in purchasing up grade and replacement equipment for the tractor. If you are serious club member come along and have your say.

Safety Officers report *Paul Somerville*

Just a reminder that the hay shed is not to be used for refuelling or defuelling. Also remember to use restraints when starting IC or electric models.

The Doncaster club recently purchased 8 of my restraints from myself and are encouraging their members to use them. I can only hope it goes national and all clubs use restraints as a safety policy.

I have heard second hand information about full size aircraft buzzing the club again, could you please contact a committee member with any information regarding aircraft including make, colour rego

A loader for the Kubota tractor

At the March club meeting a motion was passed that the committee investigate purchasing a loader for the Kubota tractor. The aim being so that we are able to do more work around the clubhouse ourselves rather than rely on hiring "bobcat man!" each time we need to level or move dirt. It will also allow us to use the tractor more often for maintenance type activities around the clubhouse without putting our backs out.



The tractor is still in very good condition & has a lot of hours left in it. Furthermore, should the tractor break down, we would repair, not replace it. Therefore spending money on enhancing its value to the club makes sense.

This would be a 4:1 loader with quick release & constant level. (That means the buckets opens or splits & that the bucket & loader are on quick release mechanisms. Constant level means when the bucket is raised it's base remains horizontal rather than angling up) The total cost of purchase and installation would be \$9,950 +GST

Following recommendation from the club this was discussed at the last committee meeting & the outcome is that the committee recommend we proceed with purchasing a loader for the Kubota & that this be presented to the members.

Therefore this proposal will now be discussed and voted on at the next club meeting on the 3rd June at Dingley.

Motion:

That we upgrade the Kubota by purchasing a 4:1 bucket and loader with quick release and constant level and have it professionally installed.

Daniel Jenkins

OS Fly In 2009

I left home early and must admit that I thought that I may be wasting my time as the weather was not very good.

However, it seems that the weather is no barrier to an event as popular as the OS Engines Fly In .

When I arrived at around 8-ish there was already a steady stream of cars rolling into the car park. Nothing was going to put a dampener on this day.

In the end there were 90 plus pilots with around 120 models all ready to do their stuff on the flight line. We had modelers from as far away as Ballarat and Warrnambool.

Flying was non stop all day and we all got a sneak preview of the mouth watering, soon to be released products from Model Engines.

The big winner of the major raffle prize of the day was our very own Brett Reaby. Brett took home a sparkling new OS 200 Four Stroke. Brett also won an earlier prize draw as well so really did go home the big winner of the day.

Not to leave all of the hard working helpers out, there was also a helpers draw. Paul Somerville came out on top here and well deserved it was too. I didn't realize until later that his 2 IC on the flight line had gone home with the pig flu or something similar so he ran the flight line single handed all day.

A big thank to all members who helped on the day and in particular Keith and Bill in the TX pound and Paul on the flightline.

Of course we must also give a big big thank you to Tony & Mike of Model Engines for choosing to stage the event at our field



On this page we have the Model Engines pit areas and a glimpse of the new PC-9s due to be released later this year. One is from CM Pro and the other from Seagull.



Above Tony & Mike Farnan
Below Paul S and Mike Farnan





Told you it w as cold. This model still has it's Pyja mas on .



VMAA Trophy 2009



The VMAA Trophy was held at the State Field the weekend 18th and 19th of April



The weather was not kind to us this year Saturday was cool and Sunday a cold wind blew most of the day. Only four teams participated this year. La Trobe, Northern , VARMS and P&DARCS



Joe Tortorella was first off in helicopter and scored a nice second place. In scale aerobatics Glen Burgdorf took a well deserved first place

Roly Gaumann was our scale man and came third with his super Cub. But how do you compete fairly against a third scale Cessna and a Turbine power scale jet .



Paul Somerville stepped in at the last minute to fly the fun fly event and Tony Grieger had third place in thermal glider

Sunday started with musical landing (crash and burn) and Chris Caulcutt was hard pushed to finish equal first Kevin Chiselett flew in club racing and managed a third place



Jon Goudge flew his Delair in old time duration.

The final event as usual was the most unusual model . Ivan flew his flying Father Christmas and Kevin and Paul flew their racing cars to a well deserved first place

Final scores were :-

1. VARMS
2. P&DARCS
3. Latrobe
4. Northern



So as you can see all clubs were very competitive and all in all it was a great weekend . The Northern club were great hosts who made every body welcome and made sure we were well looked after.

The VMAA trophy has been running for a lot of years now and we have for the last few years consistently run third. We certainly have the necessary talent in the club to win the event but we don't seem to have the enthusiasm. Even when the event was held at our own field the Club Captains job was very difficult as no one seems interested in competing. We have top aerobatic, scale and pylon and Old Timer flyers in our club so why don't we go for it and win the event one of these years? This years winner of an event with mainly power model events in it was VARMS – a glider club !!!

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

Richard (Dick) Ryland

Blohm & Voss BV 141

Words almost fail me with this one! Blohm & Voss, most famous as shipbuilders, came up with this, this.... *thing* in answer to a late thirties need for a single engine reconnaissance aircraft. A competing design was the Focke Wulf 189 a very attractive twin engine, twin boom aircraft. Despite presenting a design with two engines when only one had been specified the Focke Wulf won the contract and it went on to be built in large numbers. The FW 189 is not a well known aircraft here as it operated mainly over the Eastern front where it was a great success.

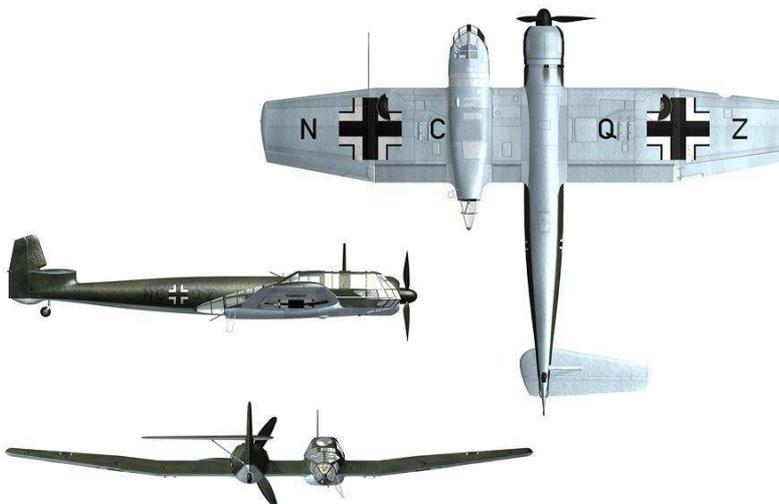


The asymmetric layout of the BV 141 with the crew of pilot, observer and 'tail' gunner in a separate nacelle was not just the whim of some crazy designer. It was calculated that this arrangement would distribute weight across the wing better and reduce the negative effects of propeller torque and the rotating airflow produced by the propeller. It is not well known that many aircraft including the one I learnt in, the Cessna 150, have the fin set at a slight angle to counteract the effect of the prop wash. The chief designer of the BV 141 actually went on to work for Boeing in the 1960's!

The designers have to be given credit for sticking with their ideas and not giving in to the great reluctance to order anything radical in the aircraft business. They even designed a one-sided tailplane and elevator in order to give the 'tail' gunner a better field of fire! This actually worked well as indeed did the ability to observe from the highly glazed crew nacelle but the odd looking aircraft now looked simply bizarre. In flight the BV 141 did actually fly quite well and the pilots reported no particular problem flying from off the centerline however a delay in getting the specified engines and surely great skepticism about its bizarre layout led to a very limited production run.

Before we go off thinking that Blohm & Voss should have stuck to ship building, consider the fact that a Lockheed P-38 Lightning had a functioning cockpit built on one of its booms to test whether

a pilot could fly comfortably from an off-centre position. At the end of the war a Boeing B17 Flying Fortress had a wooden non-functioning cockpit built at the very end of one wing so pilots could report on the likelihood of them being able to fly from there!



Actually, Blohm & Voss *did* produce one BV 141 with another crew nacelle at a wingtip. Hmmm. OK, maybe they should have omitted the aero out of the aeronautical!

Mug of the Month

It's back!! .

One of the benefits of me getting back into active flying is that I can once again catch out the mugs and it doesn't take long to find a few. We have a couple of mugs to start things off again this month and just to show how fair I am, I'll report on myself as well.

One sucker this month actually sent me his story and called it an article. Ha Ha ! An article about a crash translates to Mug in my book . But before we get to that I would like to tell a little tale of Gwen.

Gwen and I were packing the pilot bibs up after the OS Day and putting them into numerical order. Gwen was wandering around wondering why we had 2 number 82s. Well, she had it under her chin and looking down at number 28 she read 82 !!

Now to the ummm ! "Article" ☺

Hi David,

Following last weekends magnificent Autumn weather a story has unfolded that's worth a write up and consideration as being newsletter worthy.

The Club meeting held on the 2nd of May was met with a perfect day for flying. A reasonable crowd gathered for the meeting and to take advantage of the fine weather conditions. I was part of that crowd along with my two son's. I had one of those frustrating days were I only got the one flight and found I had lost a wing bolt and had some undercarriage issues, so we packed up and headed back home to the workshop (without a flying fix).



Sunday came and viola, another perfect day. Following some negotiations with the boss, and the chores list completion, I packed the car and came back for a second go. We started flying at about 2.00pm and was enjoying the company of the other members carving up the sky. It was so much fun we (myself and No1 Son) lost track of the number of sorties flown on the old hack model (Mack 2 low wing piloted by Darth Vader) and this is where the fun begins (or not)

The aircraft was fully refueled for flight No 6 (estimate) and departed to the west on 270. Several circuits were flown when a mechanical fault occurred (throttle control lost and fully open) "No problem " I say to No 1 son, "just fly it round until she runs out of juice".

Next problem occurs; "Dad something is wrong" he shouts.

"What's the problem I say". The response to aileron seems unusual. Let me see, and the TX is promptly handed over. Hmm doesn't seem to be anything wrong here and then I realised we had just run out of juice (the flight pack battery kind of Juice!!) Oh S#\$T , and we watched the ship spiral in. It was estimated to be at least one Klm away into the abyss that is on the eastern side of the embankment.

We dropped everything and jumped in the car for the recovery. Until now I have never had to cross the road for model recovery and did not know what to expect. There are two channels of irrigation water and either side of each are populated with a mixture of blackberry / bramble, thistle and small shrubs all of which make it very hard to walk through. Non the less the fear of losing significant modelling equipment was enough to motivate us to press on. Once over the other side of the embankment it is near on impossible to see any land marks back at the field making it even harder to get a line on the crash site. We tracked down the left side (Western side) walking back towards the club until parallel with the pine trees (just visible as the only land mark) where I decided we had come to far.

I turned around and commenced walking back toward the road leaving No1 son on the previous heading. I moved to the eastern side and had gone about 20Mtrs when I spotted the tail feathers sticking up out of the Bull rush in the other channel. To recover the model meant walking all the way back to the road and returning on the other side of the channel. It was just on last light so how lucky were we to have found it ! This took about 40 Minutes all up. What's more amazing is the only damage was the main wing was broken in two halves yet still fastened to the fuz. This must have broken the impact into the reeds The engine was under water but once plucked from its watery resting place, revealed that it didn't even break the prop! As a precaution the radio gear was removed later that night and stored in a jar full of rice. This acts like silica gel and absorbs any moisture that may have crept in. A little bit of CRC down the throat of the old 46 and it sprang back to life. A spare wing was withdrawn from the loft and we are back up and running. (The model was flown at the OS Day) Its now time to buy a tatts ticket. That's the first and I hope the last time I ever have to go over there again. The lesson has been learnt, and if you read this article please take note; Keep a close eye on your flight pack battery status and never fly more than 3x10 minute flights without checking status.

And Now to your editors ugly incident. My new found enthusiasm saw me at the field with my Yardbird. I arrived late afternoon, quickly plugged in the battery and stepped out to the runway to hand launch . Throttle up... Launch .. and ☺

Short Finals



Aussie

Being Australian is about driving in a German car to an Irish pub for A Belgian beer, then on the way home, grabbing an Indian curry or A Turkish kebab, to sit on Swedish furniture and watch American shows on a Japanese TV.

Oh and..... Only in Australia ... can a pizza get to your house faster than an ambulance.

Only in Australia ... do supermarkets make sick people walk all the way to the back of the shop to get their prescriptions while healthy people can buy cigarettes at the front.

Only in Australia ... do people order double cheese burgers, large fries and a DIET coke

Only in Australia ... do banks leave both doors open and chain the pens to the counters

Only in Australia ... do we leave cars worth thousands of dollars in the driveway and lock our junk and cheap lawn mower in the garage.

Eagles Rampage !

Some of our club members have been having run ins with the wildlife lately .

The picture below shows eith Alan Foleys of Andrew Mysliborskis Model Eagle making friends with a local hawk.

To the right you can see the result of our Club Prez's encounter with an Eagle at Camperdown. He is lucky because years ago I recall seeing an Eagle break the wing in half of John Gottschalks nine foot Foka 5 . From memory I think it was at Arthurs Seat.



One of our RC Eagles seems to have made a friend. Not sure whose model this is but the Hawk had taken a liking to it.

Car or Plane ?



Find out at www.terrafugia.com

Did you Know ?

The club property is only 4 hectares less than the Vatican City

Probably no need to know that but there you go .

Next Month

Wal and Pearls amazing adventures in Omaka



Looks like even an ordinary model will attract the attention of the wildlife .

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