

The News

December 2009



A Classic Christmas Cover from the 1978 Edition of the now defunct RCM Magazine from the good old USA

P&DARCS

Next club meeting –

Saturday 5th December 12.30 -1pm Start At the Field

Twi Fly @ P&DARCS Wednesday 16th December
Evening Fly in followed by Chrissy Dinner



BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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

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- Vice President**
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Don White 9560 2726
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VACANT

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In This issue:

- Committee Reports
- Notice of Motion
- Nostalgia
- Ugly
- Club Stuff
- Headin North
- VMAA Library
- Short Finals

Editor's Bit



HO HO HO a flying I will go.

At last an end to what has been for me a very long year. This year I really am looking forward to a bit of a break from working, newslettering and committeeing. Hopefully a bit of flying and holidaying is on the agenda over the next couple of months.

One thing that I have considered for next year is to make the newsletter bi monthly. My reason for this is that the newsletter deadline seems to be always upon me. It takes at least a week or two to collate the contributions put it all together, get it printed and mailed. Quite often longer if I am busy at work.

My thoughts were Feb April June August October and December editions. I am only considering this at this stage but would appreciate your feed back.

This time of the year is always a good time to thank my regular contributors, namely committee reporters, Dick Ryland with his Ugly series and a range of other contributors who I won't name here but without who I would have given this up long ago. A big thank you to all of you .

Darryl Cope and I are also busy organising next years Monty Tyrrell Scale Rally. We are well and truly underway with the back office organising of the event. We are trying our best to revive this event and make it one of the big events of the year for modellers. So mark your diaries for March 21st 2010. And shine up your ARF or scratchbuilt model. There will be great prizes and trophies. We will also have a car boot sale/ modelling trash & treasure. If you want a stall at the boot sale contact Ivan Chiselett to book your table. If any retailer out there wants to set up an on field store like the Col Taylor stall at Shepp. Why not give us a call.

No Newsletter next month so the next time you hear from me will be in late January. Keep sending me stuff though. Photos and articles of interest are always welcome. And don't forget to dob in those Mugs.

Anyway the bottom of the page is creeping up on me so All the Best for the Festive season and I'll see you at our annual Twi Fly / Christmas Breakup

That's all Folks

Whats on December 2009

Info taken directly from the VMAA contest Calendar

Dec	6	F3A Pattern Aerobatics	Pakenham	P&DARCS
	28-05	63 rd MAAA Nationals	hosted by Victoria, at	Albury

At the club:

- Dec 6th - VRF Pattern Comp field closed for general flying.
Dec 16th - Twi Fly Wednesday - 5pm till dark - spit roast dinner.



Presidential Address

Ivan Chislett

As some of you may be aware there has been quite a bit of discussion about mowing of the field recently. Some time ago the committee made the decision to replace the old mower deck that was mounted under the Kubota Tractor. The reasons for doing this was that it was considered that the deck was in need of major repair and that it was difficult and dangerous to service. Being that it was mounted under the tractor, to do any work on it, like sharpening or replacing the blades, required that tractor to be lifted and a person had to slide in under the unit to do the work. Several members had expressed concern at this dangerous practice.

Due to the condition of the deck and the concern about the safety and difficulty of servicing the committee, upon advice from the industry, decided to purchase a rear mounted rear discharge deck. This unit was fitted and some members considered that its mowing performance was not up to standard. A similar rear mounted deck, but with side discharge was obtained for a trial. Again some members were not happy with the performance of the deck.

Some wanted that old mid-mounted deck reinstalled but due to the safety consideration the committee were firm that they did not want to give approval to reinstalling equipment that was considered unsafe to service and repair.

At the November General meeting a member gave notice that he would be moving a motion, possibly at the December General meeting, for the club to purchase a new front mounted mower deck as it was considered that the rear mounted deck was not mowing the field to an acceptable standard. It is expected that the cost of such a unit would be in the order of \$30,000. The member advised that he would do an investigation as to the most suitable unit prior to the meeting. It is expected that the motion will recommend a particular unit and request the approval of about \$30,000 to enable it to be purchased.

As would be expected, \$30,000 is a very large portion of the club's funds and it is in every member's interest to attend the meeting to ensure that you are all aware of what is being proposed and the reasons. It is also in your interests to take part in, and be aware of, the discussion and voting on the proposal to expend some \$30,000 of the clubs fund to purchase a new mower. Naturally if it is agreed to expend the \$30,000 it will impact on the future club fees. It is expected that the Treasurer will provide comment on this during the meeting.

It is possible that this amount could increase due to works that will be necessary if a new mower were purchased. These being, the removal of the "small shed" inside the main shed (to make space for the new machine), the purchase of secure storage for chemicals and the purchase and installation of suitable lock and chain down equipment to secure the new mower. The annual servicing costs of the club's equipment would also increase, as would the cost of insurance cover for the additional piece of equipment.

Well the end of another year is very close. The water tanks are full and the field will be watered during the summer to try to keep the grass in good condition. Hopefully we will get some summer rain to top up the tanks so that our watering can extend well into the new year.

During the month we have had a good turn up at several working bees. All the sprinklers have been replaced and have had larger heads added to them to make them more visible and to try to stop them sinking into the ground. The handicap toilet is progressing well with the structure almost complete. A big thank you to all of those that have attended and helped at these working bees.

We are going to repaint the clubrooms over the next couple of months. Rather than trying to organize a big working bee I am interested in members forming small groups to paint one wall. Please have a talk to your mates and get a small team together and contact me so that I can organize the paint.

I hope that you all have a good Christmas and New Year and that the weather is kind to us over the holiday period.

Secretary's Notes

General meeting held 4th November 2009
at Marcus Road Dingley

Meeting opened at 2000hrs.

Apologies:

I Robinson, D White, I Hancock & D Glossop & R Till

Minutes of the previous meeting be accepted: Moved W Schubach, Seconded P Sommerville Carried

Business arising from previous minutes: Nil

President: Expressed his disappointment at comments from some members claiming that they had no knowledge of projects/expenditure, in particular the purchase of the new mower deck and the handicap toilet, yet these matters had been discussed at general meeting and mentioned in more than one Newsletter. He noted that it is a member's responsibility to read the Newsletter and attend General Meetings if they wished to be informed of matters.

Treasurer: The club budget is on track and another good year envisaged.

The Treasurer was asked how much money the club has. He noted that the Depreciation account held \$39,600 of which about \$11,000 was to be removed due to works already being done, leaving about \$28,000. Other accounts held about \$28,000 and the general account held about \$19,000 of which \$3,000 had already been allocated.

Registrar: Registrar not present.

Club Captain: Club Captain not present

Facilities: The new sprinkler heads were installed last weekend with a good attendance at the working bee. Building; Wal Schubach reported that he had a successful working bee to erect the frame of the handicap toilet. He thanked those that had attended. He noted that there was another working bee this Saturday, Nov 7th, to install the cladding sheets.

He was asked what the small room was. He noted that this would be fitted out with a bench and vice for the members use.

Web Master: Nothing to report.

Safety: Safety Officer reported no significant safety problems but reminded members to stay vigilant.

The matter of signs requiring children to be supervised in the pits that was discussed at the last meeting was raised from the floor. The President reported that the committee has this matter in hand.

General Business:

Mower Deck

Norm Morrish reported that that he considered the trial of the rear mounted side discharge deck to be not successful. He advised that he had put this recommendation to committee to consider at their meeting.

He recommended the refitting of the old mid mounted deck and that he and two other members would do the maintenance work required.

The President noted that the reason the committee decided not to allow the refit of the old mid mounted deck was due to safety concerns of servicing the deck. He noted that there were several notes in minutes where concern had been expressed at the safety of servicing this deck and the committee did not want to put themselves in the situation of allowing an unsafe work practice.

Norm noted that he had been trained in risk assessment and he was prepared to sign off on the risk assessment.

A comment from the floor noted that he considered it would cost thousands to get the necessary equipment to conform to the OH&S requirements for servicing.

Norm recommended that the club spend \$30,000 and purchase a new front mounted mower and in the interim that the old mid mounted deck be re-fitted.

The President advised the meeting that a motion to expend a significant amount of club's funds could not be considered at this meeting due to the requirement that the members would have to receive notification of such a serious matter before the matter could be considered and voted on.

Norm Morrish moved the motion "**he be given approval to do research on the purchase of a new mower with a front mounted deck up to the value of about \$30,000.**" Seconded by Phil Langdon. Carried.

The President noted that he would like a trial of any new proposed mower to be done at the field to ensure that it operated satisfactorily in our conditions.

It was agreed that Norm prepares a motion to expend funds to purchase the new mower if such a recommendation is made. This motion to be sent to the Secretary and Editor so that it can be published in the Newsletter to enable a vote to be taken on the expenditure.

Norm Morrish moved "**we continue to use the current rear mounted side discharge deck until the matter of purchasing a new front mounted deck is resolved.**" Seconded by P Harrison. Carried.

Pearl Scubach suggested that a person suitably experienced with grass cutting be invited to attend a meeting.

The meeting closed at 9:30pm

Andrew Smallridge gave a presentation of his work on building a scale mosquito bomber using fibreglass moulding techniques.

Next General meeting Saturday 5th December at the Club Field at 12-30 pm.

Signed President I Chiselett

Date 5/11/09

Registrars Ravings

Rob Till



Membership List

The new Membership List has been published and emailed or posted to members. **it will not be published on the web site.**

If you need to update your details please advise me as soon as possible.

New Members

Geoff Baker, Frankston – new Associate member

Lewis Talbot, Cheltenham – Rejoined Full member

Hans Litjens, Mt Martha – new Provisional member

New Member Orientation Sessions

I will arrange sessions as required for new members.

Building Manager

Wal Schubach

Thank you to all the members who assisted in the erection of the toilet block extension. If you are wondering what the doorless room at the end of the toilet block is for, well that is to be a work room. This is an area to enable members to have a place to do minor repairs or adjustments.

Also I have a nice center punch left by one of the working bee. See Wal if you would like it returned

Facility Managers Report *Paul Somerville*



Our recent working bee at the field to complete works to the left hand north-south and east-west runways was a great success. The day was extremely warm and very humid. The turn out shocked me as there was 30 plus members that had come out with a range of equipment that

included shovels, rakes, trailers, couple of heavy 4 wheel drive type vehicles to tow trailers on and off the field, ride on mower with small tripper trailer and even a number of soldering irons, even the guys at Narre Warren garden supplies kindly donated a large tripper trailer to help us out.

The Kubota copped a workout loading up trailers all day long as well as spreading soil out on the runways. A big thank you to all the Fellas that rolled up on Saturday 31-10-09 to help out at that field. All the guys that attended the working bee had a great day out chatting to fellow members and catching up with those that hadn't been seen for a while. Lunch and drinks was provided by the club and our master chef Wal cooked us up a treat.

Their were three mugs of the month on the working bee and the first goes to Andrew Mysliborski for the stranding of his Ford Territory early in the morning on the cross over on the north-south runway. Second mug of the month goes to Peter Harrison for the stranding of the tripper trailer later in the day again on the cross over on the north-south runway. The last mug of the month goes to Peter Harris for leaving the diagram of where the sprinklers are at home on the bench.

I future working bees I hope that we get turn outs as we got last Saturday as many hands make light work.

TREASURERS REPORT

Peter Harris

A mini budget is being presented to the General Meeting in December to consider the purchase of additional mowing equipment and ancillary costs associated with its purchase. In making this decision the members need to be aware of our current financial position and the effect this additional expenditure will have on other projects and the long term financial situation.

Current Financial Situation.

Once the funds are transferred from our Machinery/Depreciation Account to cover the cost of machinery and equipment already purchased this year there will be sufficient funds in our operating account to cover the remainder of this year's approved budget.

If the \$28,000 in the Club's Interest bearing General Account is used to cover the expenditure proposed in the mini budget being presented at the December Meeting, to purchase the mowing equipment, then the total surplus funds being held by the club will be the remainder of the funds in the Machinery/Depreciation Account consisting of \$20,000.

Any additional projects including the completion of the Invalid aid toilet block will need to be covered by this \$20,000.

Additional Projects being considered, but not limited to, could include:-

- Purchase of Fire pump
- Build ramp extension to verandah for wheelchair access.
- Re-do pipes on runway crossovers to align with starting pads.
- Repair then paint club house.
- Stumps on west corner of clubhouse keep sinking & need restumping.
- Replace central shade cloth fixing.
- Cover & extend one section at each end of shade cloth stands for refuelling/model storage during rain.

The committee has been very progressive in improving the facilities at Burley Field for all our benefit and there is no doubt the expenditure in the mini budget will postpone these and other projects.

More significant is the need to establish a fund that cannot be eroded by proposed mini budgets, for the future need to cover the cost road construction. Covering two boundaries of our property is one and a half kilometres of unmade roadway. At our last enquiry, about three years ago, with the shire council there was no immediate plans to upgrade the roads. However with the current development in the area this decision could be changed at the stroke of a pen. It really concerns me that we could at some time in the near future be hit with a colossal bill for road making. This could easily be in the order of \$50,000.

Effect on club subscriptions

Each year's budget should stand on its own merit based on proposed development programs that are presented to the club for approval. The budget for this year was approved based on a development fund of \$9,000. The only reason the club subscriptions should change is to cover any increased costs, cover the costs of any additional approved projects or to help build up reserves as the club members deem to be necessary.

Any such increase being voted on by the club members at a General Meeting prior to the next financial year.

IMPORTANT NOTICE OF MOTIONS for DECEMBER MEETING

Norm Morrish

I, Norm Morrish, have submitted the following mini budget to our Treasurer and I will be presenting this as a motion "TO APPROVE THIS MINI BUDGET " at our club meeting on Saturday, 5th December, at our field. The Demonstration Kubota Mower will be on display.

1) Purchase the Demonstration Kubota Mower from Patons.	Special price	\$29,000
2) Purchase a roof and spare set of blades for mower		\$ 600
3) Remove small shed from within the machinery shed, buy and install storage lockers and anchor chain.		\$ 1,800
4) Trade in our Rear Discharge Trailing Deck to Patons		\$ 5,000

MINI BUDGET TOTAL COST \$26,400

This demonstration mower is a Kubota Model F3680 with an air cushion seat and a 72 inch front deck, with side discharge . Best new price is \$33,150. This demo mower has only done 29 hours. They had one other and it sold as soon as they put it up for sale. The removal of the small shed is to accommodate the new mower plus give safer pedestrian access in and around the machinery.

REASON for NEW MOWER. I explained at our October meeting that the new \$5,300 rear discharge Caroni trailing 90 inch deck left clumps of grass on our runways and did not suit our models. We placed this unit on consignment sale at Patons and took a near new 72 inch side discharge Caroni trailing deck for a 2 week trial. At the November meeting I explained the trial deck suitably removed the grass off the runways but was too slow to use and all four tractor wheels squashed the grass down and the trailing deck did not lift this grass to cut, resulting in strips of uncut grass. It is suitable for the carparks and beside the driveway. Repairing and fitting the old mid deck was discussed and a unanimous decision was made not to refit it due to safety reasons when cleaning and blade maintenance. We approved the purchase of the trial deck for \$2,200 (new \$4,250) so that we could continue mowing while I search for a new front deck mower to the value of approx. \$30,000. I explained the Kubota front deck tilts 90 degrees for very safe blade maintenance.



Front Deck tilts for easy maintenance

NEW MOWERS. I looked at the popular Kubota, John Deere and Iseki. All were front deck and tilted at 90 degrees. Did not look at Toro because they are a 20 year old design. RRP for all three were approx. \$36,000. Their best prices were \$33,150 for 36 HP Kubota, model F3680 with air cushion seat. \$31,900 for 31 HP John Deere, model 1445 with standard seat. \$35,590 for 31 HP Iseki, model SF 370 with roll over protection and canopy. All three are very good units but the demo Kubota with only 29 hours became available at \$29,000 which includes the very comfortable air cushion seat. Spoke to Mt. Martha Golf Course Superintendent who bought one 15 months ago. He said they are excellent and would buy another one. This new series F3680 Kubota were only released 18 months ago. PARCS have bought a second hand TORO Front Deck unit and the Queensland club that Daryl Gunst has moved to have just bought an Iseki Front Deck unit.

Postalgia

By Wal

Before the club started the only radio club in Victoria was the MARCS club who flew out in the wilds of Derrimut. It's now a big industrial area but in those days it was a barren area strewn with rocks. It could have been bought for very little then.

A couple of the MARCS members who lived in the Dandenong area decided there should be somewhere closer to fly on the eastern side of the city. They took their hand mowers and mowed a strip in the Police paddocks at Brady Road Dandenong

Quickly the numbers grew and within about six months they numbered about fifty members and the Dandenong and District Aircraft Radio Control Club was formed in 1965

The first official meeting took place at the scout hall located on the right hand side of the highway as you enter Dandenong. The meetings were held on the mezzanine floor which included a kitchen. Members bought supper which was enjoyed after the meeting. At one of the meetings a competition was held to design a club logo. The members voted for their preferred design and the PDARCS dart was born.

We had some smart business men in the club back then and they could see that we would have to move from the Police paddocks sometime in the future and this led to flying field fund being introduced . Fees being \$12-00 which most went into this fund

Aircraft at this time were mostly free flight, which you built (no ARF) and to trim them you picked a still day and did gliding tests into some long grass. One packed the wings or stabilizer till the best glide was obtained. Best packing was icy pole sticks

Radios were single channel and you needed a Post Master General's license to operate the transmitter. There were only SIX frequencies , band one to six . Each had their own color code and you flew that color ribbon on your aerial. Members were issued with their own color flag. There were six color discs on the field matching the frequencies and when you were flying you put your flag in the appropriate disc. This was early frequency control. I still have my brown flag being on band one.

I started with a Hinode radio set which controlled the whole of the flight with one button . First push gave full right rudder, second full left rudder and the third either high or low motor. Early carby barrels were just a piece of round rod with a large hole for full motor and at ninety digress a small hole for idle. The art was to sequence the flight. If not you had wait while the radio went through the sequence and have another try. All radio's were run on dry batteries, rechargeable batteries were still in the future.

When the freeway was built near our field in Brady Road and house's marched towards us and the council wanted us to relocate elsewhere we looked at many fields. We finally decided to purchase the field at Wenn Road Cardinia in 1978 . A parcel of shares were \$250-00 and enough shares were sold to enable the club to pay cash for the field

Since then the members have made it into the best flying club in Victoria.



Ugh! Some of the ugliest aircraft ever made!

Richard (Dick) Ryland

Aeronca C-2 and C-3

Designers of ultralight aircraft have always had great difficulty designing an installation for a very small engine in an aircraft wide enough and deep enough to accommodate a pilot without the result being, well, ugly. The Aeronca C-2 which first flew in 1929 is definitely an example of that difficulty. The engine which they used for their aircraft (the first engine they tried failed to get the aircraft off the ground!) had only two cylinders, single ignition system and was of only 30 hp. It filled only a fraction of the head-on aspect of the plane so much work was needed to fill in the empty space left below it resulting in the unpleasant 'bad smell under the nose' pug face which so many similar size aircraft have had to endure.



The fuselage was quite bulky as it needed to be wrapped around the aforementioned pilot and as the engine was mounted so high and the propeller was so tiny there was no need for a long undercarriage and indeed it looks like it was connected directly to the fuselage. That must have resulted in an atrocious ride over rough ground or on less than perfect landings.

The C-3 was introduced in 1931 and now had room for a passenger. This of course exaggerated the tubbiness of the fuselage and with the wheels at the very bottom of the fuselage it became known far and wide as The Flying Bathtub! The new engine though had an improved power rating of er, 36hp. Yippee. Entry to the cockpit was via gaps in the many wires supporting the wing and the pilot sat directly on the plywood floor but the aircraft now had dual controls.

Hundreds of these were sold and it does claim to be the first successful light aircraft and indeed it does have some claim to have brought flying to the masses. Prior to the Aeronca, American light aircraft tended to be too large and expensive for all but the wealthy. Production was stopped in 1937 due to it not meeting new airworthiness regulations. Under what is known as a 'grandfather clause' those already made were permitted to continue flying though and many are still airworthy today. Indeed today they are regarded with the greatest affection and are quite rightly lauded for their part in the development of the light aircraft industry.



The Aeronca company went on to develop a line of successful aircraft which set the pattern for the attractive high wing light aircraft we have today. The very successful Bellanca Champ can trace its lineage directly back to the Aeronca Champion, first flown just after WW11.

I hope you have enjoyed this series although no doubt some of my selections will have been controversial! Next year we will have a look at The Changlings, aircraft which at some stage in their development have had notable changes made to their airframe, power plant etc.

Club Stuff

No Flying on Fire Ban days

Don't forget that last year the members voted for a new club rule that declared No flying on total fire ban days
The club field is in the Central District Fire Zone so check this website link when you are not sure
<http://cfaonline.cfa.vic.gov.au/mycfa/Show?pageId=publicTotalFireBans>

Two Fly

Its on again. The best attended club event of the year. Wednesday to 16th December is the date. Flying starts whenever you turn up and spit roast Christmas Dinner at around 7 or 8pm. If you are up for adventure then why not bung some lights on your model and try your hand at night flying.

Monty Tyrrell 2010

March 21st is the big day and we are hoping for your support in making this a big success again this year. Flying is low key and we will have prizes and trophy for the most scale like flying of the day. No need to do lots of complicated maneuvers in front of the judges though as low key almost invisible judges will be casually watching proceedings.

ARFs and Scratch built models all welcome as long as they are scale. By scale we don't mean super scale all of the scale ARFs will qualify as will any semi scale scratch built model. We just won't be allowing Classic trainers etc into the event.

Late breaking report from safety officer.

Actually he was first in this month but I ran out of space in the committee report section. So being the new boy on the committee Peter lost the toss for an earlier appearance in the front of the newsletter so see below :

Safety

Peter Timms

Reminder to all Members

All pilots please make sure that when starting your motor that your plane is supported with a restraint. You should also make sure that observers are away from props and stay behind the plane.

Keep communications open. Make sure other pilots are aware of what you are doing> Call "clear on strip, take off, landing, low pass, dead stick" these are mostly common activities during our flying times.

Position in pilot's stand. Please keep clear of others taking their planes out onto the runway. Stand in the fence barrier area or on either side no more than 5 metres apart between pilots, but **do not** block the entry/exit area to the runway

All visitors and children are to be 30 metres behind pilot's area.

Adults with children be aware of surroundings. Please keep in mind that kids are fascinated by the models make sure they do not touch or go near models when they are being started.. No Kids should be in the Tx pound either.

All MODELS are not permitted to fly over the clubhouse and pits areas and no crossing over strip please

Monty Tyrrell Scale Rally 2010

Sunday 21st March
2010



For Sale

Childs bicycle , twelve inch, with trainer wheels

New still in box will sell for half price \$ 50-00

For Free:- Two fold up beds. Wish to discourage relatives from coming

Ring Wal 9700 6166

And Now some actual modeling stuff



Desert Aircraft DA50R engine (latest model) Brand new, still in box....\$600.00

Zenoah G62 engine Little use, as new condition.....\$400.00

Contact: Mark Collins

Home: 9789 1162 Work: 8793 5555



Heading North for Winter

I know that a lot of our members head north to Queensland for the winter. Well, Alan Coleman went a bit too far this year and went all the way to Malaysia.

He join regular Malaysia visitor Derek Trussler for a spot of flying up there and Derek took this photo of Alan taking his YF 22 for a spin.

That runway looks a little rough Alan

If anyone else has holiday flying snaps please send them in to me

V.M.A.A. DVD Library – Special P&DARCS Edition

IMPORTANT NEWS: The V.M.A.A. Library has now changed over to only having only DVDs available. This has the big advantage of halving the post and handling costs of sending out the DVDs. So effective now; **three DVDs will only cost \$5-00. This includes postage both ways.** The joining fee of \$10 remains the same.

If you would like a full list of the titles available and/or a joining form please e-mail me at videolibrarian@vmaa.com.au and I will send them to you.

Here are a list of the new DVDs that have been added during the past month.

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1338 IRCHA HELI JAMBOREE 2009 | 102 Mins. |
| All the action from the AMA Headquarters flying site at Muncie Indiana of the largest heli event in the world. Over 950 registered pilots and lots of great helis. | |
| 1339 IRCHA HELI JAMBOREE 2009 | 60 Mins. |
| More action from the jamboree including night flying and noon demonstrations. | |
| 1340 TOP GUN 2009 | 100 Mins. |
| All the action from the 21 st Annual Top Gun event held in Lakeland Florida. Over 100 museum quality aircraft compete in the great scale contest. Lots of close-ups of terrific scale aircraft. | |
| 1341 NEAT FAIR 2009 | 95 Mins. |
| All the interesting aircraft and equipment from the Northeast Electric Aircraft & Technology Fair in New York State. Lots of interesting electric aircraft including a Byron A-4 and an F7f twin engine Tigercat. | |
| 5160 THE SCROLL SAW BEGINNERS GUIDE | 57 Mins. |
| Whilst aimed at the woodworking types it gives great hints at getting the most out of your scroll saw. | |

.If you want to join the V.M.A.A. DVD Library please e-mail me at videolibrarian@vmaa.com.au and ask for a complete list of titles available and joining form. There are over 600 great aviation titles to look at including lots of great "how to do it" titles.

Short Finals

Construction Progress

As most of the regular flyer will know the Extension to the Toilet block is well and truly underway. The extension as well as catering for a disabled toilet will have a workshop on the end. We will be installing a bench and vice in here so that you can do some running repairs to your models if need be.



THE LAWS OF ULTIMATE REALITY

Law of Mechanical Repair

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity

Any tool, when dropped, will roll to the least accessible corner.

Law of Probability

The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers

If you dial a wrong number, you never get a busy signal and someone always answers.

Law of the Alibi

If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

Variation Law

If you change traffic lanes, the one you were in will always move faster than the one you are in now (works every time).

Law of Close Encounters

The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result

When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics

The severity of the itch is inversely proportional to the reach.

Law of the Theatre

At any event, the people whose seats are furthest from the aisle arrive last.

Murphy's Law of Lockers

If there are only two people in a locker room, they will have adjacent lockers.

Law of Physical Surfaces

The chances of an open-faced jam sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.

Wilson's Law of Commercial Marketing Strategy

As soon as you find a product that you really like, they will stop making it..

Addies Hobbies

Serving Melbourne's south Eastern Suburbs

Specialising in
Radio Control Aircraft
Large range of Balsa & Spruce

Also Stocking
R/C Boats – R/C Cars
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