



# P&DARCS

*April 2005*



*Well !*

I guess the model speaks for itself

The pilot looks pretty agro but then who wouldn't if your arms were pinned to your sides and Thommo was about to attempt a test flight.

Get the picture?

You can now understand the expression on his face, can't you?

*Essentials are:*

*Super Sportster 120*

*Saito 150 motor*

*Agro pilot*

*Bullet holes courtesy of irate farmer.*

# P&DARCS

www.pdarcs.com.au

BURLEY FIELD  
Wenn Rd Cardinia

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

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## Vice President

Fred Webb 9795 4741

## Secretary

Don White 9560 2726

## Treasurer

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## Registrar

Phil Langton 9587 4826

## Contest Director / Club Captain

Glenn Cossor 9799 9540

## Safety Officer

Paul Somerville 9704 7707

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**DEADLINE for the Newsletter is  
the 15th of the Month preceding  
the Meeting**

## Editor's Notes

I hope that you all managed to visit or enter this years Monty Tyrrell event. If you didn't you definitely missed out on a great day. This years event would be one of the best we have had for quite a few years. There was an excellent turn out of club members and the Model Engines crew were there in force as well.



The committee has now reviewed all of the pros and cons of running the event in February and have decided to leave it in February. This moves it away from the inevitable Air Show clashes such as Avalon and Tyabb. It leaves a bigger gap between scale events at the field and if left in February will also give the modelling industry an opportunity to come and show off some of their scale products as the Model Engines crew did this year. (March is Toy fair month).

We had a great day of relaxed flying and it was great to see quite a few of our members taking the plunge and actually flying at the event. I am really looking forward to next year.

Driving home from my recent and tiring long weekend holiday I was lucky enough to see a US Airforce Lockheed C-17 Globemaster showing off over the Avalon Airfield. Boy this is one HUGE aircraft and when it is very low to the ground standing on a wingtip WOW!! This has definitely got me enthused for the Avalon airshow, which as I type this is only a few sleeps away.

While I am on the subject of full size aircraft, if you visit the RAAF museum check out their calendar for 2005. "Miss February" is a collage of models that performed at their airshow last year. This pre show demo was organised by the VMAA at the request of the RAAF Museum. The Museum staff had seen the models perform at Avalon and invited us to the Point Cook open day. This is great PR for aeromodelling. These events along with the VMAA presence at the working in wood and craft shows can only improve the public's desire to join in our fun. Great work by the VMAA I reckon.

Looks like the end of the column is creeping up on me so I hope you enjoy this months newsletter. But remember your editor will suffer from burnout if you don't contribute. Your efforts to contribute via the Mugs column are appreciated but they are after all unintentional. So please consider contributing an article at some stage. Pass on your experience to your fellow members.

*I must put my apologies in advance again for our next club meeting as I will be sunning myself in Merimbula. Unfortunately, this will be the third meeting in a row that I have missed due to both work commitments and family illness. At least this time I will be enjoying myself.*

*That's all Folks*

## Don't Forget

**Club Meeting ( at the Field)**  
VMAA TROPHY  
Helicopter Spectacular

**Sunday** 3<sup>rd</sup> April  
Sat & Sun 9<sup>th</sup> -10<sup>th</sup> April  
Sat & Sun 23<sup>rd</sup> -24<sup>th</sup> April

**Club Meeting**  
Scale Rally VFSAA

**Saturday** 7<sup>th</sup> May  
Sunday 15<sup>th</sup> May

## Next Meeting

**Sunday 3<sup>rd</sup> April 2005**

*This will be our second last meeting at the field before we move back to Dingley Hall.  
Come along have a fly and catch up on club affairs.  
The usual Barbie lunch will be provided and we can have a great days flying*



*See you there. !! Well, I won't actually*

www.pdarcs.com.au

No President's report this month so I think maybe that I should fill the space with a big welcome to the new members we have attracted this year and to those who decided to renew a tad on the late side.

## New Membership and Renewals since 1<sup>st</sup> January 2005

### Full Members

Dennis Christian  
AVONSLEIGH VIC 3782  
5968 2950 Project Manager

Winston Crowther  
PAKENHAM VIC 3810  
5941 9456 Purchasing Officer

### Junior Members

Nicholaus Cooke  
CARRUM DOWNS VIC 3201  
9786 5330 Student

Christopher Davis  
CRANBOURNE VIC 3977  
5995 1677 Student

Brendon Middis  
HAMPTON PARK VIC 3976  
9702 9978 Student

Chris Page  
NARRE WARREN VIC 3805  
9796 0208 Student

### Provisional Members

Tim Anderson  
CRANBOURNE VIC 3977  
5996 8270 Communications

Christian Gamble  
NARRE WARREN VIC 3805  
9704 1891 Mech. Design Draftsman

Brendan Garry  
FRANKSTON SOUTH VIC 3199  
8707 0911 Telecom Engineer

Ian Hunt  
SKYE VIC 3977  
9782 9184 Sheet Metal Worker

Jonathon Schorer  
LOCH VIC 3945  
5659 4405

Andre Vellin  
NARRE WARREN SOUTH VIC 3805  
9703 0329 Retired

Edwin Wills  
NARRE WARREN VIC 3805  
R & D Manager

We look forward to seeing you all at the field soon.  
Good to see Dennis Christian is back in the country after a long stint in China. Although, I quite liked the idea of my newsletters (P&DARCS & VMAA) being international publications!

## Secretary's Report

General meeting held 5<sup>th</sup> March 2005  
Burley Field Cardinia  
Meeting opened at 1300 hrs.

Apologies: F Webb, P Harris D Walsh,  
G Cossor

Visitors: W Crowther, R Davis.

Minutes from previous meeting as in the newsletter be accepted.

Moved P Somerville, Seconded C Caulcutt - Carried.

Business arising from previous minutes: Nil

**President:** We need members help for the Heli event on April 23<sup>rd</sup>-24<sup>th</sup>. This is a big event and the club will benefit from this. However the club needs your support. Please don't leave it to the usual few individuals. The more members that contribute the less time each member needs to contribute.

Welcome to Winston Crowther as a new full member.

**Secretary** A static display to be held 14<sup>th</sup> -15<sup>th</sup> May 2005 at the Sports centre Princes Hwy. Pakenham. However this coincides with the scale rally held at our field on the Sunday 15<sup>th</sup> May. The display would benefit our club as it is a large event which would bring interested persons, possibly, in modelling in our area to learn of our club and it's location, members at the meeting were keen to participate. A letter of interest to be sent to the Pakenham Modellers Group, which is organising the display.

**Maintenance:** Mower men, be careful when backing the mower in and out of the shed, recently the support for the fuel tank was damaged.

**Building:** Flashing between the clubhouse and new extension has been completed. New tap washer for the urn

**General:** Wal and Pearl Schubach on behalf of the club went to an evening at the Cardinia Shire along with other invited guests to meet the Mayor. Apparently he is interested in Modelling.

Meeting closed at 1330.00hrs.

Next meeting Sunday 3<sup>rd</sup> April 2005 at Burley Field 1300 hrs

## Safety Officers report

Paul Somerville

Not much to report on this month, although that is a good thing. Just keep doing the right thing and we should have a safe time down at the field and I will have nothing to write about.

An interesting thing caught my eye down at the field the other day was to see a great improvement on a aircraft restraint mounted on one of the benches in the pit area. The next time you wander down to the field take a close look at this improvement.

If you have a great idea on improving a safety sing out and we will take it into consideration.

Till next time Happy landings

## Mechanical Managers report

Paul Somerville

Again it's been a quite month, although I wondered who almost, I mean only just missed bowling over the fuel stand which at the time had 300ltr of diesel in. it whilst backing in the tractor back into the shed. Please take care when moving the tractors in and out of the shed.

## Building Manager's report

Wal Schubach

The club has a new refrigerator and it is turned on permanently so keep the door closed at all times please.

Also would like to thank Cliff, Michael and ?, from Model Engines, who happened to be there when it arrived and supplied the muscle to remove the old fridge to the workshop and install the new unit.

Pearl advises that now that the club room and kitchen have been spruced up she would like to see members take a little more pride and clean up their crumbs and tea and coffee dribbles



## Wanted Helpers for the helicopter Spectacular

23<sup>rd</sup> -24<sup>th</sup> April.

If you can help please register with Derek.

Members not registered will be charged entry at the gate at the same rate as other spectators.

# Doing Our Bit.

Frank Dibble



From time to time, ever since I joined the club nearly 40 years ago, I have heard whinges about how a few people do everything for the club and what a rotten lot the rest are. When the club membership was not much over a hundred I went down the membership list and reckoned that about 60% did something or another for the club. Although the percentage might now be somewhat less I still believe that there are more than most people think doing a lot more than is generally known.

Being retired, I leave the field at the weekends, except for meetings, to those who can only fly at the weekend and therefore tend to meet only the elderly and flexible workers. After last meeting I got talking to a new full member. After tossing up about buying shares he was encouraged by his wife to do so because then they couldn't waste the money on something else. I'm not too sure of the logic but if it works, what the hell. He wanted to get into helicopters, asked around a lot, obtained virtually no information from shops about clubs until he called at Tony Cincotta's Saturn Hobbies when he was told more about us. At least one other Hobby shop rubbished us with scare stories about the cost of shares. What really impressed me was the rest of the story. Somehow he contacted a member who gave him a very clear (not easy!) rundown on our club, the fee structure and so on and then referred him to the Secretary. Compared with the attention he had received elsewhere our new member was then almost overwhelmed by the reception he received from the Secretary who offered to drop over to his place and help him with his model.

I was at the field a couple of weeks ago. Paul Somerville, the machinery man, arrived about 10 o'clock in the morning, started welding and working on various machinery jobs and was still going until nearly sunset. Then, who was a controller of stupidity at the Monty Tyrrell? Paul Somerville, again pretty well without a stop for the best part of the day. These people we see. We do not see the paper shufflers, the Treasurer and so on who can work many hours to produce one sheet of paper. With the combinations and permutations of membership that we have the registrar's job is almost impossible.

One of these who I know more about is Frank Connelly who has quietly served the club continuously almost ever since he joined. I remember him in the 70s spending several years trying to construct an asset register for the club, before we bought the field, and nobody knew where the club's assets were. Frank has been secretary of the Co-op for about 15 years. As such, apart from his secretarial duties, he has primary involvement with the whole hundred plus acres and our tenant farmer. Members may not realise that having a farmer with the use of 80% of the property for primary production gives us reduced rates (which are all paid by the tenant farmer as long as we have one) and so far exempts us from land tax. Without that and the rent he pays our subs would be at least double. Accordingly, part of Frank's job is one of reasonable and sensible cooperation with him. As you may have heard, the council last assessed the value of our land at just under \$1 million with an appropriate enormous increase in the rates. We need our farmer and we don't need to have him upset with things like that. Frank objected to the valuation, made lots of inquiries as to other views on the value of the land and so on. With this information and the use of some photos of the field flooded about Christmas time, serendipitously taken by the editor and Peter Harrison, he was able to negotiate a valuation of \$680,000 with an appropriate reduction in the rates. His present extra exercise is trying to find a new registered company auditor. Under the act the Co-op has to have one. The Co-op's present auditor and many others are chucking it in because of excessive regulation.

The continual part of his job includes keeping track of what's what, who's who, and combinations thereof and arranging for the sale of shares by ex members to new members once a year getting all those financial reports prepared which help to fill up the newsletter.

Then there are the committeemen all plodding away scheming, organising, digging ditches and so on to produce results that we almost take for granted. Visible amongst these, because he is so often at it is Billawks, the field officer. I am sure that 90% of the time, fortunately for us, they enjoy what they do and don't care too much that there ain't no gratitude. Still, I'm sure they would sometimes enjoy some help and relief.

There are a few magic phrases in the English-language which can open a door with an infinite view the other side. One of them is, "Can I help you?" Our Club has the same problems as the rest of society, ageing and too many hobbies to support but everybody has a skill, usually several, and it is more than likely that the club can use at least one of your skills. If you wait around for other people to get things rolling you'll be dead before you know it.

My own bunch of unsung heroes is, of course, the Mowermen. Last year about four fell off the list for various good reasons, including age incurred dilapidation. I regard getting fed up with any job as a very good reason. At least you have had a go. I am now down to about 18 Mowermen. Of them, seven are committee members, seven who are not also committee members are retirees and 10 of them like to work in pairs. In addition at the moment there are about four unavailable for about three months. In the grass growing season they mow twice a week and when it's pretty dry they mow once a fortnight. Thus they are being called upon to mow more and more frequently. They are a great lot. I hear no complaints. Some do it because they enjoy it and others simply because they think they should contribute something to the club. Still, I think it is pretty logical that the more frequently they have to mow the sooner they will get fed up with it.

So, we definitely need a few more Mowermen. The vast majority of us front up at the field and accept that it is mowed without even thinking about who did it. On present trends it is becoming more and more likely that you will front up at the field from time to time and find that it is not mowed. So,

## I need some more Mowermen!

Not because it ain't fun but  
To ensure that it will continue to get mowed without any fuss.

With adequate Mowermen it works out at having to mow about four times a year. So, please up and ring me, 95849090 and I will tell you how it runs and get somebody to teach you how to master the iron buffalo.



I looked up the word, "Club" in the Oxford dictionary. It has 20 different main meanings and a number of variations on quite a few of those meanings. "Club" in the sense of clubbing together to pay for things and "Club" in the sense of an association of people with common objectives are both appropriate to us. Nowhere did I see any reference to buying something or being entitled. If we were paying full value for what the club provides us with, our subs would be something like 10 times what they are. The only thing we pay for is to share both obligations and benefits.



### **FOX MDM1 Glider Kit**

German Roedell Kit, 1/5 Scale Aerobatic Glider, suitable for Aerotow or Slope (or electric conversion, detailed on plan and instructions).

Scale: 1/5, Span : 2800mm, Length :1400mm.

Glass Fuselage (magnificent finish, no need to paint!), Obechi covered foam cores, clear canopy, wing joiner tube, complete with all accessories including tow release mechanism, spoilers, all control surfaces bevelled and ready for hinging, 2 rolls of white Profilm and all necessary hardware and fittings.

**Price :** **\$250-00 ONO**

Contact : Dale Nicholls, ph 9807-107 (AH)

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1 X sport Ricochet, by southern sailplanes, 99" Span	<b>\$ 250.00 ono</b>
1 X Spirit, by Great planes, 2 meter glider,	<b>\$70.00</b>
1 X Prelude, glider trainer, by southern sailplanes, good glider for beginners,	<b>\$70.00 ono</b>
1X Thermic 100",vintage glider, by Frank Ziac,	<b>\$100.00</b>
1 X Night ranger by Venom, electric helicopter, plenty of spares, 2 battery packs.	<b>\$ 200.00</b>

Contact Daryl Cope ph 97024852

### **FREE**

Large collapsible wooden container two meters by one meter by one meter .  
Built to transport large aircraft in a trailer .  
Not now required as I have a panel van .

Ring Wal , Tel 9700 6166 .

## **Mowing**

*Could it be a thing of the past?*

A new grass variety was recently release by the CSIRO. The product has undergone testing for a number of years now and will be on sold to lawn and seed companies for commercial production.

Professor M O Lorne commented that "This product will revolutionise lawn care. Sporting clubs will in the long term save thousands on the upkeep of their ovals and sporting grounds."

The product is a variety of grass that has been genetically modified to grow no more that two inches high. In fact there is a variety that they are working on that will hopefully only grow to 1 inch (2.5cm) high.

This is fantastic news for our club as the runway will always stay short enough for even the electric models to take off from.

No doubt this is a topic that we should discuss at our next meeting and consideration should be given to removing our current grass and replacing it with this product.

The new 'mini me' grass is due for release on the 1<sup>st</sup> April so keep your eye out

Ed

## **Don't Forget**

Don't forget that the field will be out of action for the whole weekend on the 9<sup>th</sup> and 10<sup>th</sup> of April for the VMAA trophy

It will also be closed on the 23<sup>rd</sup> & 24<sup>th</sup> for the Helicopter spectacular

# MONTY TYRRELL SCALE RALLY 2005

*Roly Gaumann, CD Monty Tyrrell Scale Rally*

Our 12<sup>th</sup> annual Monty Tyrrell scale rally was blessed with perfect weather conditions and a respectable number of 39 entries with 55 models displayed and flown. The changes made for this year's event were a lower entry fee and a casual "fly-in" style of event rather than categorised and judged event of former years. This was favourably received and a lot of comments were made noting the relaxed atmosphere.

Twenty Four of our own scale flyers entered this event together with visitors from Nepean, MARCS, Latrobe Valley, Lilydale, Northern Flying Group, VARMS and Bacchus Marsh. Some of the outstanding aircraft were:

**Gary Sunderland** with his magnificent **Royal Aircraft Factory FE 8**.

The detail on this biplane pusher defies description. And the thing flew very realistic.

**Rod Mitchell's B-25 Mitchell** (What else?) showed an agility which you normally associate with single engine planes. Very impressive!

But the day belonged to the large biplanes of **Tony Farnan** and **Brett and Barry Reaby**. **Brett** eventually taking home the well deserved **Monty Tyrrell Trophy**. His (*actually Barry's. Ed*) **Boeing Stearman** looking convincing on the ground and in the air. (*A great Family effort here. Ed*) **Congratulations Brett**.

During the day we awarded prizes generously provided to us by our sponsors. Just entering the event put you in the draw for the goodies.

My thanks must go to: **All the pilots for sharing with us their magnificent scale aircraft.**

Flight line safety officers:

**Glen Cossor and Paul Somerville**

Transmitter pound:

**Keith Young and Bill Hawkes**

Commentary:

**Bill Reynolds**

Kitchen:

**Fred Webb, Derek Trusler, Gwen Robinson & Lisa Cope**

Field set-up and preparation:

**Paul Somerville.**

Please consider our sponsors when thinking of your next project:

**Addie's Hobbies**, 641 Nepean Highway in Carrum.

Tel: 9773 3955

**The HobbyMan**, 46 McCrae Street Dandenong

Tel: 9794 5999

**Hawthorn Hobby Centre**, 733 Burwood Road Hawthorn

Tel: 9882 7521

**Model Engines**, Browns Road, Noble Park

(Wholesale only)

We'll see you all next year. Same time, same place. But Bigger and Better.



*And the winner is: Brett Reaby.  
Brett was flying a beautiful model put together and highly modified by Barry Reaby from a Flair Kit.*

The Melbourne R/C Helicopter Club presents:  
**The 2005 Australian International  
Helicopter Spectacular**

**23-24 April, 2005**



**Quick Worldwide**

**model Helicopter world**



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Australia**



radio **rc** control  
**Australia.com**

*NC Helicopter Services*

Hosted at the Pakenham and District Aircraft Radio Control Society (P&DARCS)  
Wenn Rd, Cardinia - Melway map ref: 139 K1

**Spectacular 3D flying demonstrations by Scott Gray,  
one of the world's leading F3C and 3D pilots**

- ◆ Trade displays and shops from Australia's leading R/C helicopter distributors and retailers
- ◆ Australian record attempt for the most simultaneous inverted hovering helicopters
- ◆ Speed runs, drag races, gas turbine helicopters
- ◆ Night flying, including night flight by Scott Gray
- ◆ Tutorial sessions
- ◆ Saturday night dinner at the field (pre-booking required on Registration Form)
- ◆ Please note - all transmitters must have current certification (dated after 23 April 2003).

**Registration Form and further information available at [http://mrhc.org.au/events/spectacular\\_2005](http://mrhc.org.au/events/spectacular_2005)**

**Late entry fees apply, so enter early!**

For more information e-mail [spectacular@mrhc.org.au](mailto:spectacular@mrhc.org.au) or contact Roger Chapman 0409 144 623

*For accommodation bookings contact:*

Comfort Inn Mahogany Park  
110 Sladen St  
Cranbourne 3877  
(03) 5996 8555

The Terrace Motel  
Cnr South Gippsland Hwy and Camms Rd  
Cranbourne 3877  
(03) 5996 3300

Fourth Furlong Motel  
1449 South Gippsland Hwy  
Cranbourne 3877  
(03) 5996 7500

## Mug of the Month



*The perfect month for Mugs.* Who will be April's "Fool" ?

Maybe I will open the account with one of Fred Webb's incidents. I always have a soft spot for a member who manages to feature in the column in consecutive months.

I just happened to call into the field one day during the week as I was passing by, it was lunchtime so what better place to stop.

Anyway, I decided to ignore Peter Harrison's attempts to get in the column as he seem a little frustrated at the time and I thought that I would be nice to him. You know, show a little compassion, I do have a soft side you know. Then again, I do have column space to fill don't I ?

Peter was having all sorts of fun trying to plumb up the diaphragm pump he had installed on his GEE BEE. You needed to stand well clear as you never knew where the next spout of fuel would squirt from. Anyway, not wanting to get the collar and tie covered in fuel, I moved on.

Fred was stationed at the other end of the pits area preparing a model that someone had given him. He had spent quite a bit of time preparing this model and it looked like new. Fred was happily tinkering away tuning the motor etc (stalling as we all do with a new model). He then had a couple of false starts on the runway where the motor cut, but eventually it was tuned to perfection. Well, it was running anyway.

It tootled down the runway gradually picking up speed and lifted off. I was initially quite impressed with Fred's skill as he instantly put it into knife edge flight. It continued in this attitude to the end of the runway where Fred then decided to perform the 90 degree turn and double cartwheel manoeuvre. He pulled this off beautifully.

To my surprise however, Fred advised that he wasn't actually attempting that manoeuvre he was actually going for the Shi.....t my ailerons aren't plugged in how the heck will I land in one-piece manoeuvre.

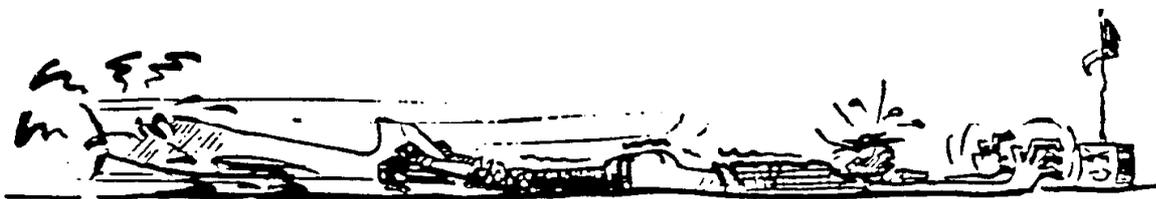
One of the pleasures and added benefits of being an honorary member is that you are eligible for the Mug of the Month column.

So here's a story, of a man named Darryl who won a prize at the Monty Tyrell.

*There was a young man named Darryl  
Whose ticket was drawn from a barrel  
The prize that he won  
Was a starter that spun  
But he left it at PDARCS Central*

Darryl was having a great day at the Monty Tyrell. He flew on numerous occasions and also won a prize in one of the pilots draws. Driving home with one of those silly smiles on his face (you know the ones you get after a great day out?) It suddenly dawned on him that he had left his prize ( a new electric starter) in the pits. Valette (his better half, in fact, much better half) waited until he had slowed down, stopped and started his U-Turn before she told him that it was in the back of the car. She had put it in there herself.

In covering up for this one Darryl tried to enter myself into the column, just because I "accidentally" deleted his VMAA presidents report from my computer. As if I would dob myself in. Really!! Anyway, I blame technology for that deletion



## Club Calendar

For those of you who have lost track of what's on here is a repeat of the calendar we published late last year. For your convenience and to avoid confusion I have deleted the events already run .

As you can see the calendar runs out in July but then the committee runs out in July also. So the calendar will be release by the incoming committee and should be in the newsletter by September- ish.

### Club calendar for 2005

Month	Date(s)	Day(s)	Location	Details
April	3	Sun	Burley Field	Club Meeting
	9-10	Sat-Sun	Burley Field	VMAA Trophy
	13	Wed	Dingley	Committee meeting
	23-24	Sat-Sun	Burley Field	Helicopter Extravaganza
	25	Mon		Anzac Day
May	7	Sat	Burley Field	Club Meeting
	11	Wed	Dingley	Committee meeting
	15	Sun	Burley Field	VFSAA Scale rally
June	1	Wed	Dingley	Club Meeting
	8	Wed	Dingley	Committee meeting
	11-13	Mon		Queens Birthday weekend
	19	Sun	Burley Field	100 Lap Pylon
July	6	Wed	Dingley	Club Meeting
	13	Wed	Dingley	Committee meeting

### Wanted Wanted Wanted

As previously mentioned we will be needing helpers to assist in Car Park control, entry fee collection and canteen staff or drink stand sales.

P&DARCS can potentially do very nicely as a result of this event and funds raised will assist in our continuing field improvement program.

The spectator entry fee of \$5 per person or \$10 per car plus canteen profit will go directly into club funds.  
So please do your bit and offer your help.

To register as a helper please contact Derek or Don in advance to register.

**It is important to register in advance as gate fees will be charged to everyone who isn't either a registered competitor or helper.**

The Helicopter spectacular on the 23<sup>rd</sup> & 24<sup>th</sup> of April will most likely be a very large event and will draw a lot of modellers to our field both to spectate and compete. There may even be a few potential new members amongst them.

## STORAGE OF NITROMETHANE AND METHANOL

*Some time back Glenn Burgdorf did a little research and came up with the following guide. This information should not be taken as Gospel but merely as a guide for safe practices.*

The following is my understanding of requirements for home storage of Nitromethane and Methanol obtained from discussions with an officer of the Storage Of Dangerous Goods Section of The CFA Head Office, Burwood.

### REQUIREMENTS FOR HOME STORAGE

- **Up to 25 Litres** Stored in a garage or shed attached to a house (assumes a fireproof wall between the two such as a brick wall).
- **Up to 100 Litres** Stored in a garage or shed separated from a house (yours or a neighbour) by at least 1 metre.
- **Up to 250 Litres** Stored in a garage or shed that is at least 3 metres from the house, or even stored outside in the open, and the storage point is at least 3 metres from either a house or a property boundary (fence).
- **Up to 1,000 Litres** There are also rules to allow up to 1,000 litres to be stored but include in addition to the rules immediately above, requirements such as fire protection (extinguisher) special drainage for spillage, etc.
- A no smoking sign is recommended.
- You must store the fuel in a container that is suitable for storing these fuels. Clearly non-approved plastic containers do not comply.
- In addition you may not use electrical equipment while the containers are open, or until the fumes evaporate after resealing. (Takes the fun out of it !)
- Chris states the CFA are not interested in storage of small amounts of flammable liquids such as a litre tin of acetone or small container of fuel, but these containers are still required by law to have the correct labelling affixed.

### LABELLING

All containers that store nitro or methanol must by law have a red diamond sign containing the words "Flammable Liquid 3" or "Flammable Liquid Class 3". Normally the 3 is underneath the words.

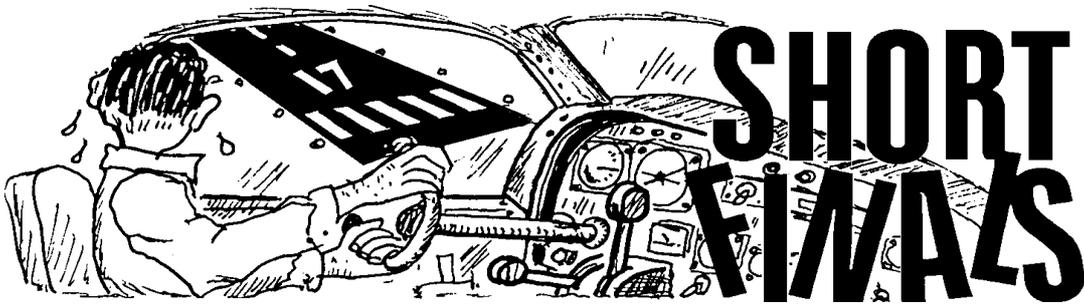
### SUNDRY

There is a question about storage of mixed fuel in 4 litre plastic bottles, such as supplied in the hobby shops. These are the ex Cool Power bottles that we often store mixed fuel in, and use to take fuel to the field.

Legally the bottle is required to state it meets the Aust Standard for storage of the liquid it contains, and also must have the Flammable Liquid 3 sticker. Again the CFA doesn't seem to be concerned with these small quantities, but there are also legal and insurance considerations if something goes wrong which should be considered. I put a sticker on mine.

### *The usual disclaimer:*

***This document is not intended to replace you seeking your own advice, and should not be relied upon as accurate in all respects, or in your particular circumstances. You should seek your own independent advice !***



## For sale on Ebay !!!

Going cheap I would say



## Heard on the Airwaves

**ATC:** Alitalia 345 continue taxi holding position 26 South via Tango check for workers along taxiway

**AZA:** Ali345 Taxi 26 Left a via Tango. Workers checked – all are working

(busy) **Moncton Center:** "Speedbird 169 cleared direct Chibougamau"

**BAW169:** "I'm sorry, sir, can you repeat that?"

**CZQM:** "Speedbird 169 cleared direct Yankee Mike Tango"

**BAW169:** "Direct Yankee Mike Tango for Speedbird 169. What was that name again?"

**CZQM:** "It's called Chibougamau"

**BAW169:** "Would you say again, please?"

**CZQM:** "Chibougamau. I say again, Chibougamau!"

**BAW169:** "Oh, how quaint. What does it mean?"

**CZQM:** "It's eskimo for f--- off!"

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

**NY Ctr:** "Federal Express 235, descend, maintain three one zero, expect lower in ten miles."

**FedEx 235:** "Okay, outta three five for three one oh, FedEx two thirty-five."

**NY Ctr:** "Delta fahv twuntee, climb one ninah zeruh, dat'll be finah..."

**Delta 520:** "Uhh... up to one niner zero, Delta five twenty."

**NY Ctr:** "Al-italia wonna sixxa, you slowa to two-a-fifty, please."

**Alitalia 16:** "HEY! You makea funna Alitalia?!"

**NY Ctr:** "Oh, no! I make-a funna Delta anna FedEx!"

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

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

**Cont:** (a few moments later): "AF33, helicopter traffic at 90 knots now 1 1/2 miles ahead of you; reduce speed further to 110 knots."

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

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

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

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

**Control:** You're unreadable, say again.

**Motor-glider:** I've turned off the engine, is that better?

**Control:** (loong pause)

**ATC:** "Cessna G-ARER What are your intentions? "

**Cessna:** "To get my Commercial Pilots Licence and Instrument Rating."

**ATC:** "I meant in the next five minutes not years."

**Controller:** AF123, say call sign of your wingman.

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

**Controller:** oooohhh! You have traffic!

**727 pilot:** "Do you know it costs us two thousand dollars to make a 360 in this airplane?"

**Controller:** "Roger, give me four thousand dollars worth."

**Beech Baron:** Uh, ATC, verify you want me to taxi in front of the 747.

**ATC:** Yeah, it's OK. He's not hungry.

**Student Pilot:** "I'm lost; I'm over a lake and heading toward the big E."

**Controller:** "Make several 90 degree turns so I can identify you on radar." (short pause)...

**Controller:** "Okay then. That lake is the Atlantic Ocean. Suggest you turn to the big W (West)



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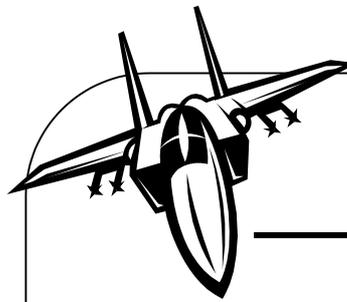
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