

# The News

*July 2008*



PDARCS

## **Next club meeting**

*Wednesday 2<sup>nd</sup> July 8pm Start*

**Dingley Community Hall**

Marcus Road Dingley Village

## ***The Fokker has Flown.***

All of you have drooled over the craftsmanship of John Gottschalks work in progress and in particular the beautifully made machine guns complete with individually crafted bullets.

Well, it isn't a work in progress anymore !

*Photos by Thommo*



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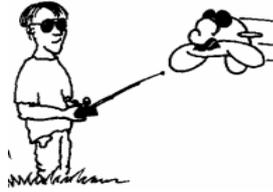
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Editor's Bit



Winter has well and truly set in. I am typing this at 6.21pm and it is already pitch black outside. Winter to me is such a drag. It my busiest time at work so I work long hours, you barely see the sunshine and I find myself losing enthusiasm for everything. What I should be doing every weekend is hankering down in the old shed and getting together a new crop of models for debut in the spring. But nup... Its too cold, I am still tired and unmotivated for most of

Saturday (cant even be bothered going flying) so I finally motivate myself by Sunday arvo and then the weekends over. Must get out of that rut one day..... maybe when I retire.

Have you ever made a simple purchase that has then snowballed into a huge project?

Well, I certainly have. It all started quite innocently when my wife and I decided to buy a Jayco camper trailer. Much more classy than a tent we thought and it's about time that we improved the comfort level of our camping holidays, particularly as we are not getting any younger. Easy done, down to Jayco Bayswater and make the purchase. There is a three month wait so plenty of time to make space for it at home.

Back home we put the thinking caps on and decided that we could pull the fence down at the back of the carport and store it under the pergola behind that. Of course pulling the fence down means our back yard is no longer secure and the dog will get out as well. Hmmm. If we put a door on the carport that should solve that problem.

The type of automatic door we want, a panel door requires tracks on the carport ceiling. Ok time for another Hmmm... The ceiling did fall down a few years ago and I tacked it back up, so we should really replace the ceiling first. Ok I guess that we are replacing the carport ceiling and getting an automatic door. I see a quick 4 or 5 grand disappearing here. Then I realise that the concrete slabs in the carport have moved due to the drought and one of them is a couple of inches higher than the other. So the new carport door won't close evenly Grrrrr !!!!!!!.

I bought this van to help me relax and now it is costing me a fortune just to get it in my back yard. Take a deep breath.....

I guess that I would need to do all of this at some stage in the future any way so let's not stress about it. The enclosed carport will improve the look and value of the house. It will stop all the leaves from the plane trees on the nature strip wedging themselves up against the back of the carport any more and give me more room to store stuff. Yep it is actually all positive. I am now calm again.

Later that day my daughter arrived home with good news she had got her drivers licence. That's great I said.

"Where will I park my car when I get it Dad "

AHHHHHHHHHHHHHHHHHHHHHHHHHHHHHHH !!!

That's all Folks

Next Meeting

Dingley Community Hall, Marcus Road Dingley

Wednesday July 2nd 2008. 8pm start

Talk Talk Talk No we aren't inviting the wives along but we do have two very informative sessions planned. Manie Reidrik on fiberglass models and at the other end of the spectrum Peter Stapleton on building with Depron.

On top of that we will have supper and a movie. So see you all there



## “Presidents Ponderings”

Alan Coleman

Our general meeting for June was held at the premises of Rotec Engineering Pty. Ltd. manufacturers of radial engines, and what a great night it was!

The meeting was well attended, approximately forty members and visitors. Our host for the evening was Paul Chernikeeff, the co-founder and a director of Rotec. Paul describes himself as an Auto-Electrician / Aero-modeller who used to work half a day at his trade, and then spend the remainder of the day flying his model planes. Some years ago he became intrigued with the concept of radial engines, and set out to make a model radial.

After two years of being totally immersed in the task, he produced a successful engine. This won him some exposure in various aero-modelling magazines and an invitation to exhibit the engine. An acquaintance persuaded him to try another at full scale. While reluctant to start again, with some family support, they raised some money, bought some second-hand machinery, and produced the first Rotec engine. The engine was sold, and with the returns, they produced five more, then twenty, and Rotec was under way.

Paul showed us the components of a number of engines in various stages of construction, and we were able to gain an appreciation of the workmanship which goes into each unit. The factory presently produces a seven cylinder version about 110 HP, and a nine cylinder model which produces about 150 HP. The highlight of the evening was when Paul started and ran a seven cylinder engine fitted with a flywheel. The sound of a beautifully balanced radial engine running at full throttle is truly unique. With the lights turned down, the crackling exhausts made a spectacular display.

Paul is not only a first class tradesman but a fine engineer. The engineering product which comes from this small factory in Mordialloc is world class. It is great to see some home-grown Australian expertise flourish in a competitive market.

The evening was rounded off with coffee and hot-dogs. Thanks to Phil Langton who organised the evening and the hot dogs, Wally Schubach who assisted with catering, Peter Harris who transported the seating, and all the others who helped out.

Have a great month  
Alan Coleman

## Secretary's Report

General meeting held 4<sup>th</sup> June 2008  
at Rotec Mordialloc

Meeting opened at 2010hrs.

**Apologies:** B Dowie, D Trusler, C Fiddes, F Connelly

**Minutes of the previous meeting be accepted:**  
Moved W Schubach Seconded F Dibble Carried.

**Business arising from previous minutes:** Nil

**President:** Field is looking good, Main water tanks almost empty.

**Vice-President:** Club meeting at Marcus Road Dingley. Crazy DVD's and hot supper

**Treasurer:** Subscriptions are now due and renewal forms have been sent to members. Remember after June 30<sup>th</sup> you are not insured and cannot fly your plane. Paving in front of club house and "hay" shed to begin shortly.

**Editor:** Running out of interesting articles, will require more very shortly.

**Facilities:** The last sump pump has been connected and operational, all we need now is rain. Bob cat to clean up the area and prepare for the concreting of paths and "hay" shed. 2 start up areas near runways for larger models.

**Web-Master:** News letter now web site and will be E-mailed to those members who have submitted there E-mail address, it saves the club money, it is in colour, and you get it early.

**General:** A Coleman to invite an architect friend to visit the field and assess the proposed disabled toilets with the view to producing a plan for the erection of these toilets and up grading the old ones.

Meeting (short) closed at 2030hrs.  
Next general meeting Wednesday 2<sup>nd</sup> July 2008 at Marcus Road Dingley 2000hrs

**After Meeting Presentation.**

P Langton introduced Paul Chernikeeff the owner of Rotec rotary engines for light aircraft. Paul gave a talk on the production of these motors and the initial setting up of the factory. Members then had the privilege of seeing and hearing a new 7 cylinder motor running with a fly wheel (Prop taken off for safety) members then had a walk around the factory looking at the machinery and asking more questions. This was an excellent night out, with hot dogs, tea and coffee to complete the evening.

## What's On at P&DARCS

**July**  
2<sup>nd</sup> - Club Meeting – Dingley

**August**  
6<sup>th</sup> - AGM and club Meeting Dingley ( TX Testing available)  
24<sup>th</sup> - South Pacific Scale Masters ( organised by RCM News)

## 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](http://www.vmaa.com.au)

|      |       |   |                    |
|------|-------|---|--------------------|
| July | 6     | VFSAA Scale Rally / Mini Comp<br>Croydon Club, at Yara Glen   | CAC                |
|      | 10    | VMAA Annual General Meeting   | East Balwyn VMAA   |
|      | 19-20 | Pylon Racing  | Bendigo BRCAC      |
| Aug  | 2-3   | F3A Pattern Aerobatics  | Cobram MMAC        |
|      | 10    | VFSAA Scale Rally   | Greensborough GMAC |
|      | 17    | Electric Pylon Racing <b>especially pusher foamies</b><br>see <a href="http://www.aefanet.com">www.aefanet.com</a> or phone 9802 5535 | Greensborough GMAC |
|      | 17    | Pylon Racing  | Werrisbee WMAC     |
|      | 23-24 | VFSAA Sportscale / Scale Rally  | Albury TCMAC       |
|      | 24    | South Pacific Scale Masters   | Pakenham P&DARCS   |

## Vice President reports in.... *Phil Langton*

### SO... WHAT IS GOING DOWN?????

Its a curious thing ... the English language! In my childhood days this phrase would have meant a plane crash was imminent? Then again, What's up Doc? was definitely asking the question, What is the matter? And something "cool" meant it was "hot" but today being "fully sick" is a fantastic situation; then again, what's going on? doesn't have to mean a fresh coat of paint of some extra clothes because it's getting cold. Oh, that's what I have to tell you!!!!\*\*##

### WHAT'S COMING UP! (It's me age, you know!)

#### CLUB MEETING WED 2nd JULY 8.00pm DINGLEY:

Contrary to earlier advice, we have not one but two speakers this month. And yours truly hasn't double dated, honest.. Manie Reiderik is coming to do a show and tell about how to make superfast fibre glass ducted fan models, using cnc milling and other clever processes. He doesn't talk much but you will be enthralled with his work. (He is a super clever Swiss chap, like our Roly Gaumann)

Then our own member Peter Stapleton will be doing a demo on using Depron as an alternative to balsa and glue. Peter has developed this build method way beyond the 3D profile approach usually associated with Depron. You may not have met Peter yet but you will be impressed with his work and amazing flying skills.

As if this wasn't enough we will be putting on a hot supper, and drawing the Raffle, this month sponsored by Hallam Hobbies, Addies Hobbies and Permagrit.

At supper time we will be screening some "OOPS" DVD's as well.

#### CLUB MEETING WED 6th AUGUST 8.00pm DINGLEY

Yes, you guessed it it's our Annual General Meeting. One of the most important meetings of the year and sometimes one of the worst attended by members.

In this age of avoiding responsibility and ducking for cover when volunteers are called for we are following the general line and it's a great pity. As we often are told, we have one of the best clubs in Australia, if not the best, and it wasn't achieved by us being bludgers. There is a long list of great leaders in our club membership but many of them are now well retired some even Octogenarians. It's time some newer members put their collective hands up to be part of this great band of leaders. Why not come to the meeting with an attitude of "It's not what P&DARCS can do for me - but its time for me to see what I can do for the Club." ( that's got a familiar ring to it!)

After the meeting there will be time to chat over a hot supper prepared by our undercover gourmet chef. Guess who! Ivan Chisselet is providing some entertainment as well.

#### CLUB MEETING WED 3rd SEPTEMBER 8.00pm DINGLEY

This is our annual AUCTION Meeting, don't forget to be getting your sale items ready. As well as being a fun night, you might sell some of your old models and buy someone else's great discard!!

It's a not to be missed night



## Registrars Ravings

### Membership Renewal Time!

Renewal notices have been mailed out and the first renewals are in. If you have not received a renewal notice please contact me ASAP

PLEASE CHECK YOUR DETAILS CAREFULLY as this helps me to keep the records correct. Email addresses are always a problem so please ensure yours is correct (particularly as we are now sending the newsletter by email Ed)

Your renewal form and remittance must be back to me by 30 June to ensure your insurance cover continues without a break. There are no 'days of grace'.

**If you have not paid by now you are not covered by the MAAA insurance and YOU CANNOT FLY !!**

### New Members

Please welcome the following new members:

**Pascal Bouchet**, Doveton – new Provisional member  
**Luke Bouchet**, Doveton – new Junior member  
**John Casella**, Rowville – new Provisional member  
**Richard Lim**, Glen Waverley – new Provisional member

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

## Safety

A couple of safety reports here one from Paul S and the other from Wal. See if you can guess which is Wals.

We have had a few complaints regarding the use of the non active runway by I.C. powered aircraft.

I.C. power aircraft can only use the non active runway to perform hovering manoeuvres, in fact they are encouraged to do so. When using this, non active runway, you are not permitted to cross over the active runway i.e. the runway in use at any time.

Take off and landing should be performed on the non active strip, you must be well clear of the cross over section at all times.

You should also be considerate of helicopters and park flyer type models using the same non active strip.

This ruling may be reviewed at a later date if we can't get it to work suitably.

### SEX SEX SEX

Now that we have your attention this concerns a matter of SAFETY

When flying you should be standing behind the safety barrier or between the two orange posts on either side.

Between the safety barrier and the first orange post is the access way to the field and it is important that they be kept clear as access to take aircraft on and of the runway.

# Last Months Meeting

Did you go ?

Well if you didn't you missed out on an excellent meeting. 40 or more members and guests rolled up for a very entertaining evening . We were also lucky enough to have our host fire up one of the Rotec radial motors for us. Magnificent sound. On the following evening I attended the VFSAA ( Victorian Flying Scale Aircraft Association) meeting and Noel Whitehead made comment to the floor and how interesting our club meeting was and thank P&DARCS for inviting them along. Anyway I won't waffle any longer the pictures will tell the story.



Left: Cylinder Heads ready to install

Right: Crankcase

The finish on these components is superb. It is easy to see why the home builders want one of these engines in their creation.



Its' off and running. When the smoke cleared the motor purred , but growled when ask to do so by Paul C on throttle.



OS AX120 with out muffler , little use \$170.00  
Perry pump again little use \$45.00  
Pitts style muffler to suit OS AX120 \$35.00

Contact **Paul Somerville** Via mob 04257111277 or email msom5709@bigpond.net.au

**Great Planes Super Sporster 60.** Modified to look like a 30's racer. This aircraft is fully glassed and sprayed with auto enamel. The model has panel lines and rivets. It is powered by an as new Saito 91 four stroke and is a very light aircraft. This is one fast and aerobatic machine. All Futaba servos and a Futaba dual conversion receiver included as well as battery pack, fuel tank, spinner, prop, padded wing bag etc. It has only had six flights. You do not need anything else to fly this great machine.

I have gone electric so it has to go.

**Thommo** 0408 33 55 23

**\$495**



# BEAUTIES!

Richard ( Dick Ryland)

*The most beautiful aircraft ever made*

## Vickers VC-10

'The wing's the thing.' is a common aviation saying. Indeed it *is* the thing with so much of the rest of the aircraft being there simply to pander to its needs! The ultimate goal of many designers has been to design an aircraft which consists of nothing but the wing! The next best thing is to have a 'clean' wing, a wing free of things such as engines which only detract from its aerodynamics. The wing of most of the most beautiful aircraft is often its most gorgeous feature. Think of the Spitfire, Concorde, gliders and the rest. 'If it looks right it will fly right' as the old saying goes.

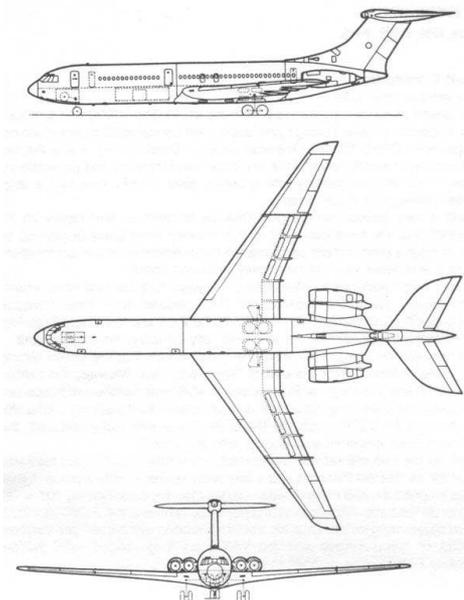


The Vickers VC-10 first flew in 1962. It was designed to challenge the Americans and their Boeing 707 which was proving to be so successful but struggled to cope with the hot and high airports which the British national carrier operated from across Africa and other continents. According to the fashion of the day it had a T-tail and rear mounted engines. Placing the engines there reduced interior noise and left the wing uncluttered by their presence. The wing therefore would operate a little more efficiently and certainly looked absolutely beautiful as it rode the air. Somehow the clean good looks of the wing was accentuated by the long fuselage extending forward of it to counter balance the aft located engines. What a clean aerodynamic shape was presented to the air. What a beautiful aircraft! In 1962 the exquisite Lear Jet was yet to see the light of day yet here already was a massive, majestic, 'Lear Jet' gracing the skies!



Unlike the in U.S.A. the government of the U.K. had a very great influence in the aviation industry and typically the development of the VC-10 was fraught with controversy and it was eventually virtually forced on the national carrier B.O.A.C. A very few other airlines ordered it but total sales of 54 do not compare well with those of its competitors.

It actually became very popular with passengers and its pilots would come to refer to it affectionately as the 'Vickers fun-bus' or simply 'Vicky'. Passenger preference was reflected in higher load factors for the B.O.A.C. VC-10s than their Boeing 707s. The oil-crisis of the Seventies didn't help it and the noise of the four Conway engines on take-off was the final straw. In an extraordinary event Boeing accepted three VC-10s as part payment for more 707s then proceeded to cut up and scrap the VC-10s at Heathrow Airport! After only fifteen years the airline career of the utterly superb Vickers VC-10 was over.



The government stepped in again and the R.A.F. have adapted many for the air-to-air refueling task a role which they still perform today. The only time I was able to see one of these beautiful aircraft was a R.A.F. VC-10 at the Laverton Airshow some years ago. What a great memory that is. At last I had managed to see, even touch, one of the most beautiful aircraft ever made.



# A Testing Time.

A few overweight modelers ... er.. sorry models were out being certified last month

Photos from Thommo



Should we look at the model as well or is it on that screen?

Now if you move this one then flick this switch and turn this knob.....



Australia's World Championship representative David Law was also at the field sharpening up his routine .



Typical Paparazzi shot with a long lens from 5 km away . Didn't manage to get the celebrities naked but he did catch our webmaster and VMAA Trophy Helicopter Champion in there natural habitat. Bullshi....ing, I think !



# Prehistoric “plane” flies!

*Three Germans succeeded in developing a scale model of what they believe is the first airplane, found as an archaeological discovery in South America.*

Philip Coppens

In 1968, the Swiss author Erich von Däniken remarked in his world bestseller *Chariots of the Gods?* that, in his opinion, an artifact recovered from Columbia was nothing short of a prehistoric airplane. The statement was controversial, as archaeologists had catalogued the artifact as an insect. True, there is a difference in scale between an insect and an airplane, but what both had been studying was a small golden artifact, on display in the Smithsonian Institute in Washington DC. Its explanation states: “gold artifact, a stylised insect, from the Quimbaya culture, Antioquia province, Columbia, ca. 1000-1500 AD.”

Von Däniken was on a mission to try and find evidence of a prehistoric, high technological civilisation. Not content with making more out of the Atlantis molehill than had already occurred, his main interest were artifacts or buildings that were visible to each and all – but which he felt had been misinterpreted. This, von Däniken felt, was one such artifact: an airplane, not an insect.



There are several small "insects" that share more in common with an airplane than an insect. Some of these are on display in the Gold Museum of Bogota, Colombia. They are approximately 1500 years old, between two to three centimeters in length and were recovered from royal tombs. Today, the Museum has a collection of 33,000 plus objects and is one of the few sites where some of the golden artifacts from Southern America civilisations can be seen; most of the gold was taken by the Spanish in the 16th century, melted, and shipped to Spain. Gold was considered to be a sacred metal, reflecting the creative, life-giving energy of the sun. In the Pijaos collection, the Museum has identified a number of pendants in the shape of fish and insects, even though the wings are attached underneath the body; and what to make of the upright tail fins?

In 1994, three Germans, Alkund Eenboom, Peter Belting and Conrad Lübbers, decided to create a scale model of the “airplane”. They wanted to experiment with its flight capabilities. At the same time, they began to draw parallels between the features of this artifact and other similar artifacts – as well as insects, and airplanes.



The trio soon realised that the people of South America were always able depict insects and other flying animals anatomically correct. If this gold artifact was indeed an insect, than it was still an anomaly, as this “insect” was not depicted anatomically correct. The wings were at the bottom of the body, not the top; all insects have their wings at the top of the body. Still, even some planes do; in fact, most propeller planes do; only the more modern jet engine planes have their wings attached to the bottom of the body.

Eenboom, Beltung and Lübbers concluded this could therefore not be an insect. The design of the artifact nevertheless corresponded perfectly with the design of aircraft – and even the space shuttle and the supersonic Concorde.

By 1996, Peter Belting had created a scale model – an area he was well-versed in, so much so that his interest in the field of scale models had led to his decision to study the Columbian artifacts. The scale model was baptised “Goldflyer I”. Built at a scale of 16:1, the plane measured 90 cm long, with a wingspan of approx. 1 metre. It weighed 750 gram. A propeller was added to the nose of the plane and the wings were equipped with the necessary flaps and rolls.

Early test flights were a success. The plane had a stable flight path and was able to make accurate and comfortable landings. In short: the artifact behaved as a plane was meant to behave.



Next in the “BBL” development line was the Goldflyer II. The model had the same dimensions, but was equipped with a landing gear and a jet engine. The engine itself was a “Fun jet”, able to make 20,000 rotations per minute. The modification from a propeller to a jet engine was made as the scale model did not have a propeller. If it had, it would have been an ominous task for established scientists to label the artifact an insect... If the “insect” had been an airplane, then it was clear that its mode of propulsion was a jet engine.

The next problem to overcome was the location of the jet engine. On modern airplanes, this jet engine is on the wings (e.g. modern Boeings and Airbuses) or at the back (e.g. Fokker); the space shuttle has them at the back, but its take-off and flight is vastly different from traditional airplanes, as its airborne status is aided with the aide of booster rockets. Goldflyer II's jet engine was positioned at the back of the aircraft, the only position the artifact allowed for such a position. This insertion of the jet engine in that position was a novelty and a risk; the air flow into the engine would be different from the accepted standard. Test flights learned that the plane continued to behave impeccably: take-off and landings were perfect and its flight path was stable. In short: the insertion of an engine at the back of a plane could be perfectly achieved in modern aviation, if they wanted to!



BBL have based their speculation on modern capabilities. The scale models that fly are much larger than the artifact itself. The original size of the artifact is difficult to estimate. The team feels that the position of the jet engines determines the amount of people that the plane could accommodate. If the jet engine had been on the fuselage, then there would be room for 3 to 4 people in the cockpit. If the jet engines had been on the bottom of the wings, then it could be the size of a modern aircraft, e.g. a Boeing 737. This would allow a capacity of approx. 100 people. However, the problem with this assumption is that the artifact shows nothing on the wings. Furthermore, there is nothing to indicate that this scale model is indeed of a genuine airplane. In its original size, it may have been made of light wood, and may have been handheld, as a toy for children; a kite. It underlines the basic problem that this artifact is just that: an anomaly, which does allow for speculation, but which in itself

can never prove it is indeed a plane. Still, being able to demonstrate that the artifact behaves like an airplane and is more of an airplane than an insect, should give warning to the archaeologists that further study of the artifact is required. Even if “only” the archaeologists might have to re-evaluate their conclusions to the notion that South Americans in 1000-1500 AD had airborne toys would be a major discovery...

During the AAS Conference in Florida (August 1997), Belting and Eenboom gave a demonstration of the object in flight. The proof is in the demonstration, and in this case, the proof is there: Goldflyer II behaved impeccably, its landings being a thing of beauty. It is impressive to see enthusiasts take this approach and demonstrate their case – no-one can argue with the flight capabilities of the “insect” as it is. This is what the model looks like, and this is how it flies. But the definitive answer is still in the future. In my opinion, BBL have been able to demonstrate that the artifact is not an insect. At the moment, they have only been able to prove it is an anomaly, an “item” that has all the characteristics of an airplane. But is it one? Or is it something else? Only new evidence, or comparisons with other findings of a similar nature, might give us the final answer.

This article appeared in Frontier Magazine 3.6 (1997) and was updated once.

*Credit goes to our President Alan Coleman for sourcing this article. It certainly gets you thinking.*

# Mug Of The Month

Apparently this particular column is popular. Oddly though it is very popular with the actual mugs as I often get complaints from the budding mugs when I leave the column out !!

This month I have a couple of guest writers so that should make the job a little easier. Particularly as I haven't been to field in quite a while. Can't wait for those webcams to be installed.

Before I hand you over to our guest writer though I thought that I might give you an example of how a story is created and how a mug is suckered in. In this case the Mug is the member who is trying to dob in someone else. His best mate no less !

Last month in my editorial I mentioned that the collection of Don Klein's new model was almost a story worthy of entering this column . But, as I am a kind person and wouldn't want to feature Don every month for fear of Don getting a complex, I left the story untold.

However, from the far north of this country I received a complaint . How the heck, or more importantly why he is reading his emails when he is supposed to be on a bowling holiday I will never know. But complain he did. So I will tell you the story of the collection of a Berryl.

It was a dark and gloomy night, the breeze was light but chilly, the moon was full and the howl of the coyotes could be heard in the distance. But Don K and I set out on our safari to the outskirts of town to a primitive place called ..... Chirnside Park. We set off from Rowville and Don was excited (*once he finally found Rowville that it ! but that's another story*).



Dons boat had come in and when it came in it delivered his beautiful new all electric Berryl pattern model . All that we had to do was collect it from the mythical place of Chirnside. My car had been co-opted because Dons best mate Glenn had bugger off up north on Hols and had told him that the box was too big for the Klein Mazda to handle and he had picked his up in his commodore and it fit easily. As I happened to own a Commodore Wagon I became his new (temporary) best mate

So when don finally found my place we hopped in the trusty Holden and off we went. Quite a while later and after a petrol stop we arrived at deepest darkest Chirnside. As we cruised around the darkened streets the distant tribal drums could be heard. Oh! Sorry it's the idiot in the next car with his stereo up full, Duff ! Duff! Duff ! Any way we finally found the Aladdin's cave of modeling, Don handed over his cheque for 6 squillion dollars and we took possession of a very long box.

"Are you sure that Glenn told you this would fit in the Commodore Wagon?" said I with my 'I see a story developing smile"

"Yep definitely and Glen would never be wrong coz he is a competition pattern flyer" said Don.

Well, I thought, completion flyers do know everything Glen had told me so himself. So let's give it a go.

"Quite a bit of box hanging out the back of the car Don!" stated your intrepid reporter in a rather excited voice. The excitement caused by the realization that a great story was indeed in the making.

"Nup it won't fit .We will have to push the passenger seat forward a bit" ... A bit more Don ..... More ..... Just a tad more There you go . Hop in and we will start the two day journey home again ."

"I don't fit !" calls Don

It wasn't easy but we finally squeezed Don in to the front passenger seat. Sure, his face was squashed on the windscreen and his gut in the glove box, but he was in.

Now who is the Mug in this story ? Don? Nope. .... Me ?.... Nope I was very comfy on my side of the car.

Glenn Burgdorf that's who !!! He didn't mention to Don that he picked up the model on his own and didn't have a passenger to squish !!

## Late breaking news:

Last months the cover shot was of Alan Foleys electric eagle Well I guess theses photo prove just how realistic these models are as one of our resident "real " eagles took a liking to Andrew Mysliborski's Eagle. Apparently it is cuter than Alan's

Photos courtesy of Andrew Smallridge.



*Mug Of The Month cont....*

## **Bay 13 Charge Dropped.**

*Now to our first guest presenter Mr P Somerville*

### *Another typical day at the field*

The bay 13 crew were at it again, the day started out fairly normally, until Chisels rolled up. You would think that a retired engineer would come totally prepared and CHARGE all of his batteries and I mean all batteries of any shape that you would normally use.



Let the story begin, Ivan proceeds to start up his Christian Eagle, first problem, the on board glow driver fails to work (flat battery), Ivan knows he can fix this by charging it using his trusty field charger. So he charges the offending battery for about 35mins. Still no glow! I know I'll use my hot pocket, still no glow, damn I'll try my remaining two hot pockets, still no glow. (*Noooooooooooooo Bin..Glow Ed*) Trevor Cox offers then his hot pocket, and now we have glow.

Now let's try turning over the motor (Gemini 300). It barely turns over but there is enough power in the battery to bring the Gemini it to life.

Now its Trevors turn to start his 2.3mtr Extra 300 , its difficult to hand start after sitting idle for the last couple months due to Trevor's illness , so I offer to help to start it. First mistake I made was to use Ivan's 12 volt car battery and big berth starter. The battery wouldn't even turn over the motor, so I get my own 12 volt field box battery (40 AH) and a set of jumper leads from the shed, hooked it all up and it wouldn't still turn the motor over, by this stage the plugs on the starter motor leads are red hot, so we cut them off and crimp on more suitable cable lugs, we try it again with limited success, by this time I have cracked it, and walked off.

As I walk off I think to myself we need more cranking power, I know, I'll use my trusty Nissan Pulsar, I crack the bonnet and using the jumper leads connect up to Ivan's 12 volt battery, my car dies a little due to the current been dragged from my car as it charges Ivan's battery, we leave the car running for 20 mins by then the motor sounds better as the charges equalizes. Car is put back in the car park and we attempt to start Trevor's model again, what do you know the motor bursts into life.

The moral of the story is make sure **all** your batteries are charged including your field box 12 volt supply

Now this is the second battery powered Mug story for Ivan as I recall last year he also drained everyone's batteies trying the start his model.

***And last but not least my favourite Mug has a story about someone else and as you will gather by his email he is pretty excited.***

Hi Wolsheee

Further to the TOP SECRET unbelievably explosive SCOOP your "HERO" (Highest Ever Ranking Operative) reported to you this afternoon, here's the indisputable incriminating evidence of even greater hypocritical proportions I reported to you via our secret communications channel. My TOP SECRET state-of-the-art radar scanning systems detected the text transmission (below) dated January 2008.....

My cyber-graphology analyser has confirmed that the DIRECT SANDSCRIPT was indeed actually typed by the fingers of the hypocritical perpetrator of this most heinous crime you have secretly been made privy to. For your convenience (*just in case you simply cannot believe your eyes*) I have highlighted in **RED** the incriminating DIRECT evidence amplifying the until now unmatched extremities of hypocrisy.

If you understandably can't believe the level of hypocrisy within this "written exhibit" and you require more secret data re this most explosive matter, for strict security reasons do not call me directly on my phone.....just wait for a blizzard and send me coded smoke signals in the direction of my secret location "somewhere deep below the bowels of Vomit Valley".

Your most secretly trustworthy agent # 006.99

### *Translation :*

*Kevin Chiselett for years has continued to hound Don and stir him up about how useless and unskilled the art of pattern flying is, particularly when Don was doing it. His barrage has been unrelenting. But Dons broad shoulder shrugged this off . So how excited was Don when Kevin called him recently to offer to relieve Don of a pattern model he was selling.*

*( Don had included an email from Kevin as evidence of this barrage but as it is a family newsletter I cant really print that needless to say Kevin didn't think that pattern models were much to write home about)*

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