



Picture, Jenny Wickham

Our Flying Field, looking east, late January this year

P&DARCS

P&DARCS AUCTION

Saturday 7th July
Dingley Hall
Marcus Road Dingley

1 pm Start



REMINDERS

New Twi – Fly dates, now they are on every two months, check out the Club Calendar on page 5

THE NEXT TWI – FLY IS ON SAT' JUNE 30TH, BE THERE

Next Club Meeting – Sunday 3rd June
At the Flying Field, 1-00 pm start
There will be a demonstration of remote controlled
model battle tanks

BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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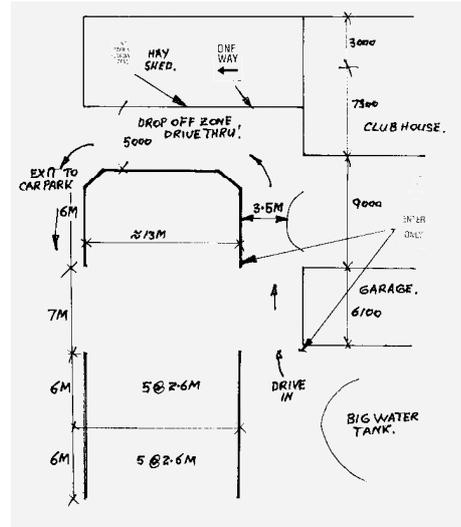
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Editor's Bit

A Message from Your Committee

"As per a previous motion passed by the club members, the car park in front of the hay shed is to be partially converted to a drop off only zone. Over the next few weeks a new round about will be temporarily pegged out so we can test that the clearances and turning circle sizes are correct. We will then proceed with more permanent works. It is important that when this is in place that members unload and clear the area as quick as possible. Please unload your stuff and move your car before assembling models."



Frank McPherson Editor



What's On

At P&DARCS 2012

June

3 rd	Club Meeting	Burley Field	1-00pm start
9 th - 11 th	Queens Birthday Weekend		
30 th	3rd Twi - Fly Event	Burley Field	

July

7 th	Club Auction	Markus Rd Dingley Hall	1-00 p.m start
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From the VMAA Events Calendar 2012

June

8-10	Pylon Racing at Maryborough, Queensland AMPRA Australian Championships
9-10	VIC SCALE Trophy Shepparton VRF
9-11	F3A Aerobatics. Vic - SA Challenge Mildura SAM
17	F3A Aerobatics Rosebud West NMAA

July

1	Sports Aerobatics (for beginners) Derrimut MARCS
7	P&DARCS Annual AUCTION day (Saturday) 1 pm start, at the Dingley Hall
8	Pattern Aerobatics training day (esp. beginners) And NEW: 'Classic Pattern Aerobatics' For 'early' .60 size models Rosebud West NMAA

President's Report



No sneaking down to the field after work this time of year as it is dark by 5pm so the dim dark mid year slog begins. Work is at its busiest and I seem to leave in the dark and get home in the dark. Don't seem to see the family all that much during the week either with both kids either at UNI or work it can be days before I see them. Only last Saturday I went up to the counter at Coles in Rowville just to say Hi to number 1 daughter.

A winter highlight though will be the OS day which will be over by the time you read this but hopefully will have enjoyed reasonable weather. The Hobbyman will have been there this year selling a range of OS products which is a great idea in that you don't just have to drool over the latest OS stuff on show you can actually buy it as well. A tip for the newcomer to the Hobby..... when you get your purchase home just tell the wife you won it in the raffle.

The committee have been busy over the last month as you will read in other reports. One subject I have pushed this month is the revision of the club rules.

Over the years we have had a number of motions passed to add to our rules and there are also rules that are really out of date with the way we operate now. So I called the mob together and one dark and dingy evening last month a group of interested committee members met at the club house and we ran through revised added deleted combined and updated what we had.

The result is a pretty good set of modernised rules that are a great base to move forward on.

We can still add to them overtime as required but don't want to get carried away with rule after rule. Maybe rule one should be use some common sense. Rule two, when pulled up on breaching rule one take a deep breath before responding, don't take it personally and thank them for pointing out your mistake. We wouldn't need too many other rules it rule one and two were followed.

Anyway you will see the new rules elsewhere in the newsletter and I will get them happening after our next club meeting. Which by the way will be at the field.

At our last club meeting I ... or maybe it was Daniel ... nope I'll take credit ☺, suggested that we run all future meetings at the clubhouse on a weekend.

We will alternate the actual day between Saturday and Sunday as we do over the summer.

The motion was overwhelmingly accepted. Our annual Auction will still be held at Dingley. Remember that it will be on Saturday 7th July 2012

Another suggestion at our last meeting was to run a Twi fly every even month as the last one was so popular so we will try that and see how we go.

The dates are already noted in our club calendar.

The 30th June being the first one, they will be BYO grub.

I can see the bottom of the page looming up so that's all from me this month and I will see you at the next Club meeting on the 3rd June.

David Walsh, Pres'

Secretary's Report

General meeting held Saturday 5th May 2012 at the "Burley Field" Cardinia

Meeting opened at 1300hrs
23 Members

President.

New western charging station progressing well.

New water tank ordered for the toilets 5,000lt. and another 25,000 tank for storage.

Drive through area in front of the Hay shed to be implemented shortly

Club rules to be in the news letter shortly

Data projector is now operational

Plans to erect a new raised machine shed in near future.

Asked the members present their view on location for the meetings. Consensus was at the field so we will hold all general Club meetings at the field.

General meetings to be held at the "Burley Field" alternating Saturday and Sunday dates will be in the news letter

Treasurer.

Reported that we are on budget, presented next years budget based on 180 members.

Some monies to be put aside for the new machine shed each year

NO increase in club fees for the coming year 2012-2013.

Only variation will be dependent on the MAAA/VMAA fees only.

Moved P Harris that the Treasurers report be accepted

Seconded N Morrish

Carried

Building.

Gate sign in need of some attention.

Some repair work to be done on the Tx. Pound.

Catches to be put on charging station covers on club house wall

Field.

Pipes on the cross over now level with ground with new grass. More work to be done on the drainage system.

General.

Change of key system for security, as ex-members have not returned their keys

Moved I Chiselett" That the club change the key system for new keys, a total of 300 keys including master keys and Security keys for cupboards and machine shed.

Seconded W. Reynolds

Carried

Suggestion to hold a Bi- monthly twilight fly-in on a Saturday night (even month date) this to be put in news letter.

Meeting closed at 1402 hrs.

A interesting talk and film slide presentation by Paul Webber on the basic setting up and flying of helicopters, and the 3 types of helicopters that can obtained today.

Next General meeting

Sunday 3rd June 2012 at 1300hrs at the "Burley Field"

No Club meeting in July, Club Auction Saturday 7th July 2012 at the Dingley hall, this is substituting for the July General meeting.

Don White, Secretary



Webmaster's Report

Not much to report this month. I am still looking at options to replace the old Webcams with new ones, and wide angle if possible. It looks like more people are viewing the East and West Webcams now that they do not rely on Java.

The Website stats are as follows.

2,600Visits.
699 Unique Visitors.
13,484Page views.

As normal Webcams are the fruit of the month with the new webcam topping the charts.

West Cam 1,342 hits
East Cam 1,902 hits
Hay Shed Cam 1728 hits

Regards,

Paul Webber, Webmaster

Registrar's Report

Membership List

There is a new member list on the P&DARCS Forum. I will not be updating this now until after the renewals are well under way.

<http://www.pdarcs.com.au/forum/>

Let me know of any changes of your details by email registrar@pdarcs.com.au (preferred) snail mail (Club mail address) or least preferred by phone (my mobile).

Membership Renewals

Gearing up for the 2012/13 member renewals. This is the first time I have done the complete member renewal process so please be gentle. I have spent many hours making sure that I have everything covered, still Murphy can strike!

The member badges have been redesigned for the 2012/13 year. They look completely different from the existing badges.

Also this year we are going to over hall the Key system. The old keys have been out there for fifteen years or more I am lead to believe so it is time for a change.

When I received your paperwork from the treasurer, I will post your new member badge and new key.

To date we have 183 members, 21 who are non-financial and 9 have resigned.

Keys / Badges

A reminder again, lost keys will cost you \$30.

If you lose you Club Badge the cost of replacement is \$5.

This is what it cost the Club, so please look after your Key and Badge.

New Member Applications

None

Cheers,

Paul Webber, Registrar

Buildings Officer's Report

The western battery charging supply can now be used, but there are a few finishing off items remaining, they will be done shortly, (Ed)



Western charging station during the O.S Engines day

David Glossop, Buildings Officer

Facilities Manager's Report

There have been a few projects going on at the club over recent months.

The first project is the spoon drains around the pit area are now been covered in certain areas , the reason behind this is to remove major trip hazards behind the pilot barriers as well as providing better cross over's to the strips. All the drains have access points to help in cleaning / purging. The open spoon drain along side the hay shed / left hand car park will also be covered in within the next 12 months along with inspection pits at required points.

The second project was inside the club house, installing the over head projector, surround sound system, DVD player, radio. The over head projector can also be connected to a lap top computer. A user operator manual will be put together shortly on its use.

The third project that is still under way is the installation of the 12volt charging system in the pavilion out side the toilet block, the fellas are doing outstanding job on its installation.

All these projects have been approved by your club members in previous meetings. All labor is provided free of charge, the materials we have had to pay for. The electrical components in club house have been kindly donated by club members saving the club a substantial amount of funds.

All of these projects can only be done due the great club spirit that we have and also to the fellas who are keen or just plain mad idiots that like coming out even when the weather is pretty crappy for flying but are happy to do the jobs that are required to be done.

Paul Somerville
Happy Landings



Social Director's Report

Greeting one & all. First I'd like to start off by thanking Paul Webber for his presentation on the intro to Helicopters. Paul put a great deal of effort into his presentation & I know the members found it most interesting. Paul has received a few enquiries since then, so maybe we'll have a few more Heli Flyers soon!

Calendar Changes

There are a couple of changes to the club calendar I wanted to mention. The first is about club meeting. At the last meeting, we discussed moving the winter series of the meetings from Dingley on a Wednesday night to the field on a weekend.

The reason behind this proposal is, we now have great facilities at the field and we may as well use them. Also some members find it hard to trek to Dingley at night.

Hopefully this will also encourage more members to attend meetings. This move was approved by the club members, so from now on club meeting will be held at the field an alternate Saturday & Sundays throughout the year.

Please see the latest club calendar for more information, (printed on the next page)

The second item I wanted to mention is Bill Reynolds enjoyed himself so much at the last Twi-Fly event that Bill proposed a motion to hold Twi-Fly's on a bi-monthly basis. This is a great idea & was met with enthusiasm by the club members. So, I've placed dates in the club calendar for regular Twi-Fly's. The next Twi-Fly will now be on June 30th.

Up Coming Events

For the next club meeting on June 3rd which will be at the field **NOT DINGLEY** we will have a demonstration of remote controlled tanks. These things are incredible & have more electronics in the than a NASA shuttle. So this should prove interesting

Daniel Jenkins, Social Director

Field Manager & Safety Officer's Report

EASTERN AND MAIN STRIP ACCESS

To those who have been at the field during the past 2 weeks you will have seen the lowering of the cross over pipes in the pit area and the laying of instant Santa Anna couch to give immediate safe access to the main strip and the eastern strip.

The pipes were lowered by replacing with smaller diameter sewer quality pvc pipes. The concrete pipes were a problem for mowing and were hit often by the blades.

The other reason was to extend the pipes to give crossovers in front of the large model restraints.

This will make it much safer at the field.

A very special thanks to Paul Somerville and Daniel Jenkins for initiating this work. Both are yearning for a Farming profession and love hopping on the Front end loader and doing work.

Special thanks to Frank McPherson, John Timms and Peter Timms for their help.

IMPROVED GRASS TYPE

I decided to try the fine couch Santa Anna because I can pick it up from Anco at Cranbourne West at \$6.25 per square metre. Legend couch is only available from one outlet and is \$10 per square metre. Santa Anna is the preferred couch at all top golf courses.

When next at the field have a look at the beautiful fine couch on our main runway.

I think it is South African fine couch but not sure. I have asked Anco to meet me at the field to discuss the various couches we have and how best to convert the complete runway to fine couch without affecting the good sections of couched runways.

The coarse Kikuyu couch is now dead and we will continue to kill it off. I have planted some off cuts of the Santa Anna on the eastern runway in one location as a trial. The reason the couch on the runways is improving is because we leave the cut grass on the runways as nutrition and we keep the mower blades sharp. A task that is easy with the front deck mower.

So thank you guys for approving the new mower a few years ago. You are now seeing the results of your support.

DRAINAGE.

By the time this newsletter goes to print I hope to be at the field with the drainage contractor doing the spoon drains at the western end of our strips and the western farming paddock, plus the eastern farming paddock.

The Co-op have approved my proposal at a cost of \$4,350. This will make a huge difference to our runways and surrounding areas, similar to what last years eastern drain did to our eastern end of the main runway, which was a swamp.

While we have the large excavator on site I will be replacing our Fowler Rd entry drain at our main gate. It is completely blocked. I will try to do it on a day when the weather is not suitable for flying so that it does not affect you.

I will place a notice on our website to advise the day we are doing it. It should only take 2 to 3 hours.

Good flying guys.

Norm Morrish, Field Manager and Safety Officer

P&DARCS CALENDAR FOR 2012

Date	Day	Confirmed?	Location	Details	Organiser
May					
5 th	Sat	Yes	Burley Field	Club Meeting	Mike Farnan
23 rd	Wed	Yes	Dingley	Committee Meeting	
27 th	Sun	Yes	Burney Field	OS Day	
June					
3 rd	Sun	Yes	Burley Field	Club Meeting	
9-11 th				Queen's Birthday Weekend	
20 th	Wed	Yes	Dingley	Committee Meeting	
30 th	Sat	Yes	Burley Field	Twi-Fly	
July					
7 th	Sat	Yes	Dingley	Club Auction. (1PM Start)	
18 th	Wed	Yes	Dingley	Committee Meeting	
August					
5 th	Sun	Yes	Burley Field	Club Meeting & AGM	
22 nd	Wed	Yes	Dingley	Committee Meeting	
25 th	Sat	Yes	Burley Field	Twi-Fly	
September					
1 st	Sat	Yes	Burley Field	Club Meeting	
19 th	Wed	Yes	Dingley	Committee Meeting	
October					
7 th	Sun	Yes	Burley Field	Club Meeting & Coop AGM	
24 th	Wed	Yes	Dingley	Committee Meeting	
27 th	Sat	Yes	Burley Field	Twi-Fly	
November					
3 rd	Sat	Yes	Burley Field	Club Meeting	
21 st	Wed	Yes	Dingley	Committee Meeting	
December					
1 st	Sat	Yes	Burley Field	Club Meeting (Summer)	
2 nd	Sun	Yes	Burley Field	APA Pattern	
12 th	Wed	Yes	Burley Field	Annual Christmas Twi-Fly	

AT OUR FLYING FIELD

A nice day at the Flying Field

L to R, Gwen Robinson / Brian Andrews / Alan Foley
John Timms, background centre, Paul Webber / Stuart Moss



Ian Thompson's D.H Beaver, landing



picture Andrew Mysliborski

Peter Harrison's Auto Gyro ?



Picture: Frank McPherson

D.H Beaver, up high



picture Andrew Mysliborski

Frank McPherson's Acromaster Bipe'



Picture: Frank McPherson

Acromaster, Himark 5030 motor mounting



Picture: Frank McPherson

MILITARY CLASSICS *By Richard (Dick) Ryland*

Focke-Wulf Fw190

This aircraft was designed by the legendary designer Kurt Tank. It first went into battle over France in late 1941. Superior to the Spitfire V in all respects other than rate of turn it was a serious concern for the Allies. It held that superiority until the Spitfire IX came along. From there it was a continual battle with new models of each temporarily taking the lead.



A lack of turning ability was due to the relatively small wing. That small wingspan however led to more speed and greater maneuverability. Its pilots loved it, finding it much easier to fly than that other great Luftwaffe fighter, the Me 109. In particular the wide undercarriage made landing much easier. An extraordinary number of Me 109s were lost in landing accidents.

It looked fabulous with its tightly cowled radial engine and superb 'bubble' cockpit covering. It was a rugged looking aircraft and that reflected Kurt Tank's stated aim of producing a 'cavalry horse rather than a race horse'. Examples with very heavy armament took a fearsome toll on the American daylight bombing effort but could not fight effectively at the height the later allied fighters could reach. Consequently a new version of the Fw190, the Fw190D known as the Dora, was equipped with a V12 engine. However, the end of the war arrived before it had a very great effect. That engine was fitted within what looked very much like a radial engine cowling. This was due to keeping the annular cooling fan arrangement of the earlier Fw190s. Those knowing this can make significant money taking bets on the engine type!



Ground attack versions were made and 'tip and run' attacks across the English Channel by just one or two of these at a time caused much angst. They saw most use however on the Eastern Front where they were devastatingly effective against armored vehicles. It probably there that it earned its nickname, The Butcher Bird. By 1945 however the surviving Fw190s were so short of fuel that they were sometimes towed to the runway *by horses* to conserve fuel! By the war's end less than 2000 were left of the 20,000 made.

Recently, *new* Fw190s have been made!!! Go to You Tube to see them. The sound of that original radial engine at start up and taxiing is quite intoxicating! Superbly proportioned and deadly in the air, the Focke Wulf Fw190 was certainly another of the great Military Classics.



Below is a draft version of updated P&DARCS Club Rules. These will be voted on in a club meeting in the near future.

P&DARCS CLUB FLYING RULES

DEFINITIONS

MAAA	Model Aeronautical Association of Australia Inc. Their website is www.maaa.asn.au
MOP	MAAA Manual of Procedures. These can be downloaded from MAAA website
Affiliate Member	A person properly affiliated with a Club that is properly affiliated with an MAAA Ordinary Member
MAAA Ordinary Member	A State Association properly affiliated with the MAAA Inc.
Club	Referrers to P&DARCS
Club Member	A financial member of P&DARCS
Instructor	MAAA Instructor - An Affiliate Member who has successfully completed an MAAA Instructor training course. Club Instructor - A person authorised by the P&DARCS Committee to provide flying instruction.
Prospective Member	A person who is not an MAAA Affiliate member but has submitted an application to a Club for Membership and is awaiting the decision of the Club to accept/reject their application.
Probationary Member	Probationary members are new club members who have not yet been offered full membership.
Visitor	A person who is not an Affiliate Member of the MAAA
Bronze and Gold Wings.	These are MAAA proficiency standards & can only be awarded by MAAA Instructors.

GENERAL

- 1.1. All persons operating at the field shall conform to the MAAA Flying Rules & the requirements of the MAAA Manual of Procedures and the P&DARCS rules documented below.
- 1.2. P&DARCS Committee is the final arbiter on all rules & operations at the P&DARCS Field.
- 1.3. Every person on the Club property shall abide by such directions of a Committee Member or Contest Officials.
- 1.4. Cars must be parked in designated parking areas. (See MAP)
- 1.5. Models and equipment must be pitted within the confines of the pit area.
- 1.6. All guests and visitors who wish to fly must report to a P&DARCS Club Member and register their name, Club and MAAA number (if affiliated) in the Visitors Book. Visitors or non-affiliated members must be signed in by a Club Member & abide by the rules in MOP042 & can only fly under the supervision of an MAAA Instructor.
- 1.7. Members of other Clubs affiliated with the MAAA may fly from the Club's facilities and flying field on a maximum of four occasions (excluding contests) or non-affiliated visitors on two occasions per 12 month period.
- 1.8. Children must be supervised at all times by their parents or guardian.
- 1.9. No animals are allowed on the property (excluding assistance dogs).
- 1.10. No personal equipment or models are to be stored within any of the club buildings.
- 1.11. Non MAAA Affiliates are not allowed in the transmitter pound.
- 1.12. A person who has joined as a Probationary Member can only fly under the supervision of an approved instructor until they obtain bronze wings in fixed wing, rotary or rocketry disciplines.
- 1.13. All accidents or incidents shall be reported to the MAAA Secretary on the MAAA Incident reporting forms MAAA010 & MAAA011. These must be completed within 24 hours of the event. Copies of these forms shall be sent to the P&DARCS Secretary. Failure to do so may invalidate your insurance coverage. Links of these forms can be found on the P&DARCS Website.
- 1.14. Refuelling should only be done within pit areas. No models are to be refuelled in Hay Shed or Pavilion areas.

2. MOWING & FIELD MAINTENANCE

- 2.1. A runway is deemed inactive when being mown or maintained.
- 2.2. Pilots shall obey the directions with respect to flying of the person performing works.

3. FREQUENCY CONTROL GENERAL.

- 3.1. The appropriate MOP radio policies of the MAAA Manual of Procedures must be conformed to.
- 3.2. For 27, 29, 36 and 40 MHz bands
 - 3.2.1. The frequency key must carry the name of the pilot and the band or channel number and the frequency being used.
 - 3.2.2. Only 2" keys will be used at the club keyboard.
 - 3.2.3. Radios shall be certified in accordance to the MAAA Radio Certification Policy, MOP052.
 - 3.2.4. The transmitter can only be turned on when the appropriate key is inserted into the transmitter board.
 - 3.2.5. Transmitters must be stored in the pound whilst not in use.
- 3.3. All 2.4GHz radio equipment used at the field must conform to the requirements of the MAAA. 2.4GHz Policy, MOP058.

4. FLYING

- 4.1. Fixed wing aircraft shall be restrained mechanically or physically when starting, running or arming.
- 4.2. Electric Rotary Wing aircraft shall only be armed on the flight line & not in the pits area.
- 4.3. Models shall not be taxied or hand launched within the pits.
- 4.4. Mobiles phones are not permitted on the flight line. See also MAAA MOP045.
- 4.5. The active runway & direction of circuit direction is defined by the "Mustang"
- 4.6. If pilots wish to change the direction of the "Mustang" it can only be done if the majority of pilots agree on the new direction.
- 4.7. If more than one aircraft is operating on the runway, all flying to be in a rectangular circuit.
- 4.8. No flying before 8.00 am weekdays and Saturdays and before 9.00 am Sundays.
- 4.9. Effective silencers are to be used on all engines where necessary.
- 4.10. With respect to Alcohol, Drugs & Medical conditions, all fliers must abide by MOP055
- 4.11. Whilst flying, pilots shall stand in the designated pilot areas (see map) behind the grass barriers or no further than 6 metres from the pilot barriers.
- 4.12. All low altitude manoeuvres (Take off, Landing, Touch and Go or Low Pass) should only be done when safe to do so. Manoeuvres shall be clearly called to all participating pilots on the same flight line. A "Dead Stick" model will take precedence over other models.
- 4.13. Where possible take-offs shall be performed away from the pilot area.
- 4.14. Flying over the pits, car parks, playground or buildings is prohibited. See also MOP056
- 4.15. No aircraft except helicopters, aircraft flying 3D manoeuvres & small electric aircraft shall be flown from any other strip or in any manner to create potential conflict of flight paths by crossing over the active runways.
- 4.16. Helicopters whilst practicing hovering or auto-rotation must use a non-active runway.
- 4.17. Any person wishing to operate a model that requires an MAAA "Permit to Fly" shall have the valid "Permit to Fly" available for inspection.

5. Rocketry

4.18. All rocket operations must comply with MAAA MOP031 and Club Rules

5. LAST PERSON LEAVING THE FIELD

5.1. Ensure no equipment in the open which may be damaged by weather or stolen.

5.2. Ensure power is switched off.

5.3. All buildings and finally the front gate are locked.

6. CLUB HOUSE RULES

6.1. No models or fuel containers, unless approved by the Committee are allowed in the Club House.

6.2. Members are requested to treat the Club House as if they are hosts, not guests.

DRAFT

THE HOBBYMAN

THE COMPLETE HOBBY SHOP

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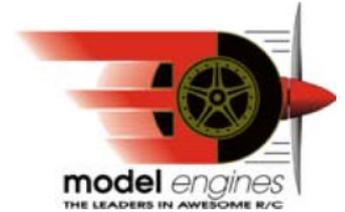
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model engines
THE LEADERS IN AWESOME R/C

Next Club Meeting – Sunday 3rd June
At the Flying Field, 1-00 pm start

P&DARCS Newsletter

If undelivered return to
P&DARCS.
Po Box 131
MDC Cranbourne 3977

