



P&DARCS

June 2005



I couldn't resist the photo above. Very impressive paint jobs on these two choppers. Both were on display at the Helicopter Spectacular last month.

If you want to see a little more Heli action then come along to our next Club meeting at Dingley Hall. We will have some electric indoor action for you.

Also please **don't forget** that we are back indoors on Wednesday 1st June 2005 @ the Dingley Community Centre, Marcus Rd Dingley

Like to try some indoor action yourself?

The Hobbyman, Dandenong has hired the Plunkett Road Roller Skating Rink on Sunday 29th May 5pm to 9pm.

Bring along your lightweight depron park flyer or tiny Chopper and join in the fun. \$10 entry as many models as you can carry in

Plunkett road Dandenong

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Derek Trusler 9421 2316

Vice President

Fred Webb 9795 4741

Secretary

Don White 9560 2726

Treasurer

Peter Harris 9775 4788

Registrar

Phil Langton 9587 4826

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Bill Hawkes 9786 5641

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

Editor's Notes



When is the weather going to break?

Wow have we had some good flying weather or what? Here we are in late May and the weekends are still sunny and relatively warm. The weekend of the Helicopter spectacular was fantastic and so was the day of the Scale Rally organised by the VFSAA.

On top of all of this beautiful weather the field is looking absolutely magnificent !! I have heard nothing other than complementary comments from visitors to the events our club has hosted. No doubt this increased exposure of our field has a lot to do with our healthy membership levels and the frequent enquiries regarding membership to our club. The international guest of the Heli Spectacular, Scott Gray stated that it was the best field that he had ever flown at.

The best news is that it is only going to get better. The regular maintenance of our runways and maintenance of our facilities is ongoing. And much bigger plans are afoot to improve car parking, water collection, disabled access, tree planting etc etc.

To all those who have assisted, to all of those who continue to assist and to those who will be so excited by our long term plans they will be volunteering their services by the truckload, A big thankyou.

Speaking of volunteers, it was great to see such a large volume of members volunteering to assist with the Helicopter weekend. It certainly relieves the pressure when you can have a break as a new shift of helpers comes in. Please keep in mind how a small effort by is so much easier than a large effort by a few. We look forward to you all volunteering again when we next need you services.

On a totally different note. Did you know that landing a foam park flyer on a bitumen road leaves you with a lot less park flyer than you started with? It's like landing on sandpaper!!!

A couple more articles have been submitted this month so that is great news for me. It also makes the newsletter much more interesting , so keep em coming guys.

Don't forget that we are all back indoors for our next club meeting. The Helicopter guys will be along to demonstrate how a chopper works and demo some indoor electric flying. See you all there on the 1st June at Dingley community centre. 8pm start.

That's all Folks

Don't Forget

Hobbyman indoor flying Plunkett Road Dandenong (Skating rink)
Club Meeting: *Special Attraction Indoor helicopters*

Sunday 29th May
Wednesday 1st June

Next Meeting

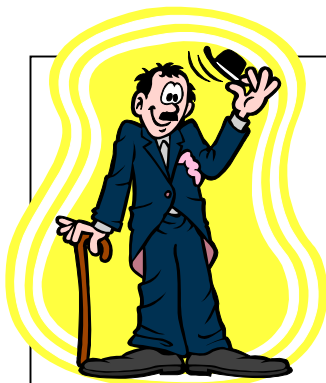
Wednesday 1st June 2005
8pm Start

We are into Winter and back indoors. To kick off the indoor season we will be having a talk and demo of indoor Helis. Model engines will be there also to show off some of their latest wares.

See you there . !!

Dingley Hall- Dingley Community Centre, Marcus Road, Dingley





Derek's Dialogue

President's Report

I think we should all be proud of ourselves following the Heli weekend. Our visitors were certainly most impressed with our facilities, indeed the international guest flyer, Scott Gray, said it was the best he had seen. The weather was great and the way all of you who helped out conducted yourselves was greatly appreciated by all the helicopter people, organisers and participants alike.

Then as if that wasn't enough we have just had a great weekend with the Model Expo at Pakenham and the VFSAA Scale Rally on the Sunday. I will let those that were at the Model Expo talk about that but I'd like to report that I was inundated by quite a number of potential aeromodelers/ members that had visited the Expo and had been directed to our field to have a look at what was happening. I hardly had time to fly my model.

A lot of positive feedback, and I have been very proud to be your president during these last two events.

Speaking of being president, I shall not be continuing in that position next year so it's time to be talking amongst yourselves to decide who you would like as your next president.

Derek Trusler

Secretary's Report



General meeting held 7th May 2005
at "Burley" field Cardinia
Meeting opened at 1306hrs.

Apologies: P & W Schubach, G Cossor

Guests: David Hobby, Ray Smith

Minutes of the previous meeting as in the news letter be accepted: Moved T Stephenson, Seconded M Caesar; Carried
Business arising from previous minutes: Nil.

President: Thank you to the members who gave time to help out at the "Heli" weekend, a great effort by all that attended.

Treasurer: The budget for 2005-2006 in the newsletter was discussed. The increase in club fees was \$15 Moved p Harris that this budget be accepted. Seconded D Glossop Carried. (2 members against) Amendment: Moved D Klein that the club fee be increased to \$20 instead of \$15 Seconded G Burgdorf Carried

Registrar: Current membership of 201. Information brochures given out to various organisations to publicise our club. ~ Hope for a good attendance at the scale rally on Sunday 15th May.

Safety: Some members still to be reminded of the direction for take off is indicated by the "Mustang" and the change of direction is to be unanimous by all pilots. Make all your intentions of movements whilst on the flight line LOUD and CLEAR. ~ 32 tons of soil was put on the strips, seeded and fertilised, it was recommended that strips be top dressed at a later date.

Editor: Keep the good articles coming, and any information on interesting topics etc.

Social: Nothing organised at the moment, but will arrange a fun fly later.

General: The cost of a 3 cubic metre sump pump to be placed in the large spoon drain for the collection of water for the large tank \$5,200 There is a hobby and craft exhibition to be held at the Pakenham sports centre this coming Saturday and Sunday 14th- 15th need aircraft for static display.

Meeting closed at 1345 hrs. Next general meeting to be held Wednesday 1st June 2005 at Marcus Rd. Dingley(Dingley hall) at 2000hrs.

After Meeting Entertainment



David Hobby world glider champion gave a talk on the F3J World Championship which he attended and won. You will all no doubt agree that this is quite an achievement. The best part of David's effort is that this was the first time (apart from the trials to gain a place on the team) that David had flown this particular type of event! Now, that would have peed off the other competitors who had spent years practicing their technique.

David gave a very interesting talk and a very exciting demo of what the event is all about. Most of you would have seen a towline glider before but I bet you wouldn't have seen a 2 second tow resulting in about 500' altitude!!!

Fantastic effort David,
Good luck in defending
your title next time.



Machinery Manager Report

Paul Somerville

No actual machinery broken or damaged this month. However I did have to take home the pit buggy for repair following some misuse.

Please remember that the pit buggy is only to transport our models and field boxes. It is designed to carry no more than 15 kilograms. I don't mind building equipment for the club, however it is disappointing when people don't take care of the equipment I build in my spare time.

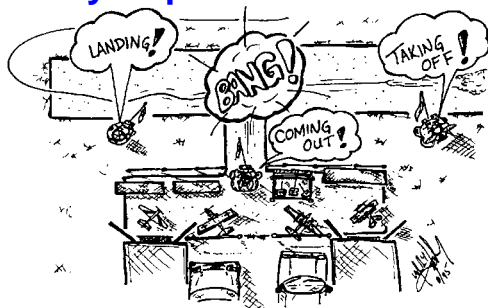
So please take care of our club assets.

Till next month

Keep them flying high

Safety Report

Paul Somerville



I'm still amazed by the stupid things people do at our field. It seems the only way people seem to learn is the hard way.

For instance last weekend 14-05-05, the frequency key board is still not being used correctly. Frequency keys were placed in the wrong frequency slot. Luckily no damage or disaster happened, it took about 15 minutes to find out who was in the slot and get it rectified.

I also counted 15 frequency keys in the board even though there were only 5 models in the air. Remember to remove your frequency key immediately after you have flown your model and return your transmitter back to the pound.

Till next month

Happy landings

Eds Comment: I also noticed an increasing number of new members walking out onto the field with out looking. I give them credit they called "on the field" but calling doesn't guarantee your safety. It is commonsense to use the same rules you teach your kid when crossing the road. Look first.

You should check out the models in the circuit, make sure no one is flying down the runway then call "on the field" and take your model out. Then don't forget once out there don't dawdle, put the model down take off and get back off the runway.

Catering

From Wal - STRAYED

One of the new kitchen aprons is missing. It is thought that one of the ladies helping in the kitchen at the helicopter weekend has taken it home to wash it and Pearl would like that person to contact her so that she knows where it is and can sleep in peace. Please. Tel :- 9700 6166.

From Fred - Help help Help help Help help

Last month we asked our members for help & support for the Melbourne Heli Club with their 2 day Heli event.

Help & support is always hard to find most times in the Kitchen & Catering department. Help arrived & arrived & arrived again & again. We were caught out completely with your support.

On reflection, I believe we will have to be ready to roster our volunteers, into say 1-2 hour time slots, making it less tiresome and more fun at days end. We operated something like this but it was not planned that way. With one's eye forever on the chip fryer it was impossible to relax & become detached to roster the support assistance for the day & obtain feedback for future use.

P&DARCS thank you for the pleasing manner each and every assistant gave. Not forgetting of course the Car Parking attendants & our Gate Men. Staff who tirelessly stuck to the task. A very creditable result & when you next visit the club house there is a framed certificate from the Melb Heli Club that says it all.

Committee Nominations

It's me again your safety & machinery officer. I would like to stand for the position of Vice President at our next AGM. I've been on the committee many years now and have come to a decision. Its time to move up or out of the committee. So if you want me to hold the position of Vice President, come on down on the night and vote me in.

Paul Somerville

Notice of Annual General Meeting of P&DARCS Inc

Wednesday 3rd August 2005, 8pm
Dingley Community Centre Marcus Road Dingley



Ever thought of joining the committee? There are always unfilled positions so even if the current committee re-stands we will always have a spot for you.

Why not give it a go. It can be very rewarding.

Andrew Burgdorf Wins Back To Back Australian Masters Titles

Congratulations to fellow P&DARCS member Andrew Burgdorf, winner of the 2005 Australian Masters.

Andrew has asked that we thank those members who have allowed him time to fly on his own during practise. It is greatly appreciated.



Andrew receiving his 2005 Masters Trophy



Some of the planes and competitors at the Australian Masters

The Australian Masters is the biggest, and in pattern circles, regarded as the most prestigious pattern competition on the Australian calendar. This year there were 40 competitors, with every State represented.

The event was held at the Shepparton club over the ANZAC day long weekend. P&DARCS was well represented with Andrew Burgdorf, Glenn Burgdorf and John Brann, competing. Chris Simmons had registered to fly, and was very disappointed that he had to withdraw at the last minute due to work commitments. Gordon Trotter is Secretary of the APA (Australian Pattern Association) and did not fly this year, but assisted with running the event. Many P&DARCS members will also know Hans Litjens, who also flew in the event.

For Sale

- Realflight Radio Control Flight Simulator. Includes the standard Realflight Transmitter, plus a transmitter Interface Adapter which (optionally) lets you also use your own computer radio. The Realflight Flight Simulator contains stunning 3D graphics, lets you fly existing planes or design your own, contains a variety of flying fields, and has realistic Doppler-correct stereo sounds. It's ideal for either learning to fly R/C or sharpening up your skills. Requires Windows 98 or later, 30MB of available hard disk space, CD-ROM/DVD drive, Printer Port for the transmitter interface. The transmitter interface is compatible with all JR radios (except PCM10X) most Futaba and Hitec computer radios. \$140.00
- Zenoah G62. Only run a couple of times \$550.
40 size hots with OS-40LA \$150.
- Hitec prism 7X Transmitter 7ch dual con. Supreme receiver. Excellent condition \$160
Hitec Flash 5 Transmitter, 7ch Dual Con. Supreme Receiver Excellent Condition \$120

Glenn Burgdorf 9738-1818

Call Kevin Chiselett 9898-4379

Call Brian Gibaud 94381971

EXPONENTIAL

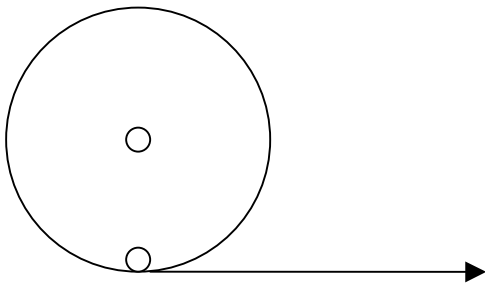
By Glenn Burgdorf

So, you have just bought that flashy new computer radio, or perhaps have owned one for a while. If you are like me when I got my first computer radio, you will want to use those new features, (after all you paid for them) but perhaps you aren't sure about some of them.

Exponential is one of the features often not fully understood, so let's try and shed some light on it, and the benefits of using it.

To begin, it is important to understand the correct way to link the control rods to the servo. The point where the control rod is joined to the wheel of the servo must be at **right angles** to the screw in the centre of the servo. See diagram.

The reason for this will hopefully be obvious shortly.



Now if you imagine this circle is slowly turning, the amount of forward or backward movement created at the arrow head is greatest at the 90 degree mark, ie the point shown in the diagram. The further it rotates from the point shown, the less movement will be created at the arrow head for every degree of turn. This is actually a form of reverse exponential.

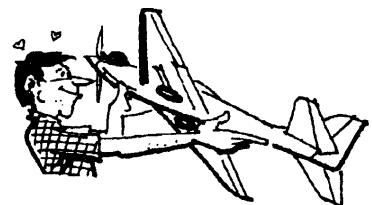
What this all means is that if set up correctly, you have the greatest amount of movement when you first move the sticks, and progressively less movement the further you move the sticks. This is exactly the opposite to what you actually need! What you need is soft movement around centre, but still have full throw when you need it. The exponential feature in your computer radio was designed as an electronic fix for this mechanical problem.

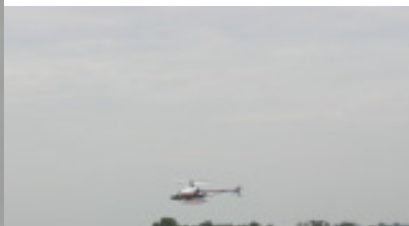
What exponential does is allow you to adjust the **rate** of travel of the servo, and a setting around 25% or so should create linear travel between stick movements and your control surface. Normally you would use more than this, as you **don't** really want linear controls, but as I indicated above you want it to feel soft around centre. To achieve soft around centre, a setting of around 30-35% will give you this, but I suggest you start around 20% and get used to it for a couple of flights before perhaps keying in more. Nothing scary should happen at 25%, but it will feel different. I personally use 55% elevator, 60% ailerons and rudder, but don't start there!

A word of warning however: In their wisdom the various radio manufacturers have created traps for the unwary. JR owners need to key in positive values, whereas Hitec and Futaba need negative values to achieve the same thing. Don't ask why, it's just the way it is. ***Don't get your positives and negatives wrong or it will feel very strange indeed.***

Now I hear you ask, what if you don't have the servo arm at right angles. Well in that case you get a bit of travel to start with, a lot as you come through the right angle portion of the servo output wheel, then progressively less again. You also get a lot of throw on the control surface one way and only a little the other way. It will certainly make the model harder and not very pleasant to fly. Often this setup will contribute to "twitchy" models.

Enjoy your flying!





One of these Guys is A super fit highly trained Motor racing professional. The other is Thommo. Can you pick which one?

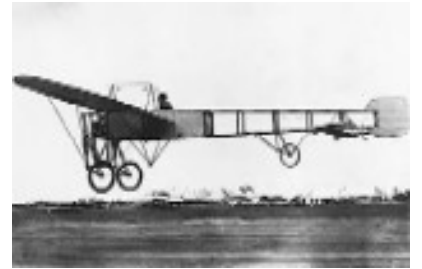


On this Day

This Month... in 1911 the first race between Brooklands and Brighton took place, for a prize of £80.

On 6 May, Graham Gilmour (flying a Bristol Boxkite) took off, followed by Lt. Snowden-Smith (Farman biplane), Howard Pixton (Avro biplane) and Gustav Hamel (Blériot XI) according to a handicap system devised in advance.

The race from London to the south coast was easily won by Hamel who reached the finishing post at the Palace Pier in 57 min. 10 secs. Gilmour came second, taking 1 hr. 37 mins. to cover the 40 miles (a ground speed of 25 mph). Snowden-Smith was disqualified for missing the turning point at Shoreham, and Pixton finished last after getting lost and landing at Plumpton to ask the way.



Huge Event

And you thought Shepparton Mammoth Scale was a big event !!!

With a reported 500+ pilots registered and 20,000 in attendance over the week the 2005 Joe Nall was an enormous event. This is an annual event on a privately owned property with a full size grass runway. If you want to check it out you should borrow one of the VMAA Libraries videos on the event. A large camping ground where the competitors stay for the weeklong event borders the entire flightline. There is a large lake on site also which sees constant floatplane action during the event.

If you haven't already used the VMAA video library I strongly suggest that you do because all of the big overseas event are available on video. There are some really interesting models and events to be seen so on the next cold winters night get yourself a Hot Chocolate and slap a VMAA library video or DVD in the player.

Told you I started building again.

Check out my latest.

The Hobbyman sucked me into buying this one and boy I'm glad he did. It is a heap of fun.

I was testing it out just today at my local oval and when I finished I turned around and noticed a group of half a dozen or so people had gathered. One older lady commented that the flight was very enjoyable to watch.

I am passing this on not to brag about how impressive my flight was but to point out what a nice change it was to have no complaints about a quick fly at the local oval. It also demonstrate how interested the public are in our Hobby. The problem is we are all tucked away and the public rarely get to see us. Also If it was one of my noisy ones, it may have been different.

Hmmm, must try it out indoors.



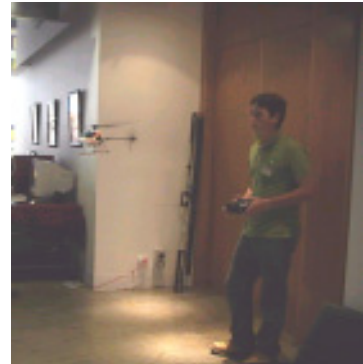
Craft and Hobby Expo Pakenham

14th & 15th May 2005 by Roly Gaumann

Organised mainly by model railway groups this exhibition was the first of what will be an annual event.

The P&DARCS was invited to attend together with various other local clubs and groups as diverse as needlecraft, meccano and lego enthusiasts, car and ship modelling clubs etc. In all, it presented a good view of the diversity of the local hobby and craft clubs.

We were allocated a display area of 3 X 6 meters in a good location near the entrance in the **Pakenham Cultural Centre**. Approximately 15 models ranging from electric, sport and scale models including helicopters and gliders rounded off our display. A small area next to our display allowed Toby to demonstrate his "Twister" indoor electric helicopter on numerous occasions to the interested public.



The feedback from the organiser was very positive. In fact we are already on the list of exhibitors for next year's event! Lots of questions were answered over the two days by Don White, Teddy Stephenson, Toby and Roly Gaumann, Fred Webb and Bill Reynolds.

According to the organisers about 3000 visitors passed the gate.



Next Meeting, Motion

Co-Op Share Parcels.

Unfortunately I missed most of the last meeting because of a traffic diversion which went nowhere. I intend to proceed with my motion about increasing the size of a parcel of shares (as per the May newsletter) at the June meeting. IF you have any views on this subject please make sure that you come along. Frank Dibble

Indoor Flying.

If you have a lightweight depron type of park flyer why not give it a try indoors.

Davin at the Hobbyman in McCrae Street Dandenong has hired a RollerSkating Rink and is hoping to make this a monthly event.

If you're interested then roll up next Sunday (29th May) 5pm -9pm at the Plunkett Road Skating rink Plunkett Road Dandenong

Entry \$10 if you're flying
Spectators gold coin donation

I can't wait so - See you there.



Free to a Good Home

- **FREE TIMBER** Been having a clean up and the following I find surplus to requirements :-
1500 x 1000 x 3mm MDF board plus lots of off cuts.
100 x 100 x 3 M oregon x 2 off. 20 mm quad 10 lengths
100 x 90 x 3 M angle iron

Please ring Wal :- 9700 6166

Pyromaniacs I Have Known. --



not necessarily a success story -- just fun.

When my father started to say, "When I was a boy..." we groaned and made comments about having to get up early the next morning. This is one of those stories.

In the first year of the club's formation we put on a show for the public in the hope of raising a few dollars. We did so, I think, every year until we left Brady Road. In later years we used the Dandenong Showgrounds in conjunction with the Dandenong Hospital.

Pyromania formed part of all these shows. From the beginning there was always a Snoopy Dog House, built out of cardboard and covered with the appropriate wallpaper, subjected to dummy bombing runs. In the early days we used a bit of explosive. (One of our members maintained that he had a box of Jelly under his bed)! We soon discovered that if you soaked rags in petrol and a bit of diesel fuel, by the time you were ready to perform, the petrol had evaporated enough to blow bits of the doghouse impressively to pieces. It also contained a few "bangers". The dog house was ignited by somebody in a concealed location with a car battery. Leads lead from the battery to the doghouse terminating with a bit of nichrome wire. In later days the doghouse became a hangar.

Another thing we tried to do was have models produce smoke. We soon discovered that a two-stroke engine would not provide much more than a wisp and anyway, small engines do not big smoke make. Somebody purchased distress smoke cartridges as used at sea. These were coloured and produced a reasonable amount of smoke but not for very long. We therefore left their caps on with a hole in them which did improve things a bit but reduced the amount of smoke. The biggest problem was the speed of the aircraft. They were most effective in pairs on a slower beginner's model.

As for fireworks, Gary Mehan set his flying saucer (recently exposed in the clubhouse ceiling) up to fire rockets. One of my transmitters still has the label "Fire" attached to the retract switch. They were fired by means of electric matches. We also laid bangers on the ground connected to a clothes peg fixed to a dowel at right angles stuck into the ground with a screw in each side of the mouth to act as contacts. A piece of plastic was shoved between the screws and connected to a long piece of cotton laid across the ground to the operator. Pull the cotton and Bang!

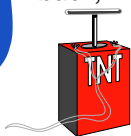
I think that Gary Meehan was the leader of the pack who built a cardboard tank (he also built and flew cardboard models) which, I seem to remember, collapsed a little sooner than intended. I made a cannon with a barrel about 8 inches across and 4 feet long which I think came from a paper mill. The cannon ball was a white foam ball. All was painted black and a good-sized banger propelled the ball about 4 feet.



One of my exercises was to create a burning limbo. I bought some asbestos rope, we hung it between a couple of Poles, poured some petrol on it and lit it. At the time it seemed to have promise but then, asbestos having very short fibres, in spite of attempts at reinforcement it flaked away.

We didn't have to obtain permits to put on our shows; none of us suffered any injury from our pyrotechnics and as far as I know I do not have asbestosis. We are obviously now much more stupid than we used to be and need lots of protection and looking after.

Addendum; for a background at the shows I collected a number of cassette tapes containing such things as air war noises, Chicken Man, Bloody Red Baron and similar appropriate items. They were kept in a red brown case which looked like a book and got passed around members who looked after the sound side of the shows. If anybody has them I would love to have them back, if only temporarily to copy them to CDs. They could be useful as background sound and music for videos of model aircraft events. The only places I can find the "Magnificent Men in Their Flying Machines" music so far is on vinyl discs at very large prices. I think that music may have been with the collection.



Mug of the Month

Not many Mugs of late, which I guess, is a consequence of me flying instead of paying attention to everyone down at the field of late.

However, having said that I do still have a story or two.

Our trusty Mechanical Manager come Safety Officer suddenly realised his phone had gone missing when loading up the car after setting up for the Heli Spectacular. A frantic search turned up nothing. So your lateral-thinking editor decided to call his number. Off went Paul running around madly in search of a ringing phone. I won't tell you where he found it.

This of course was after he had spent an hour or two earlier in the day wiring up our new lights under the Hay shed. Paul proudly, with a big grin on his face flicked the switch. Nothing! Hummmmp Paul shot off to recheck everything again. Everyone tried to ignore the constant mumbling coming from the top of Pauls ladder.

Nothing wrong with the wiring so what's going on!!!

Total power blackout for Pakenham and Cardinia. That's what. Everything worked fine an hour or so later when the electrons began flowing again.

Michael Bogart's model was behaving very strangely the other day and seemed to be quite a handful to land. Why? Well, it could have been because he hadn't secured the lead properly in the front of the model. You guessed it, it came lose and rolled all the way to the back of the model. To top it off he then packed up and started to leave the field with the tailgate of his wagon still wide open. I guess it was the stress of the editor asking how I should spell his name when I write the Mug of the Month column.

My biggest Mug this month would have to be Fred Webb and it has nothing to do with crashing models. For the last couple of committee meetings Fred has been telling everyone that Cardinia Road is now bitumen almost all the way through to Princes Hwy. So cruising down to the field the other Saturday I thought to myself; " Self, why not try Cardinia Road" ?

So self cruised on past his normal turnoff and on through Officer. To my horror I then discovered that Cardinia Road was actually totally blocked off at Princes Hwy because of the new housing estate being established there. Boy was I cursing as I then had to go all the way through Pakenham ie: the very long way!!! I'm not really sure who is the Mug here, I have a suspicion that it may be me.

You will also notice that I have not even mentioned Don K this month and that is because I am a kind hearted soul and don't like to upset Don all of the time. So I won't even mention how someone landed on his model. I also won't even mention how a possum became wedged in the wall of his lounge room . It was discovered when they noticed a picture was crooked. When they moved the picture to straighten it they noticed a hole in the wall with a Possums bum sticking out of it!!

As I said though, I won't mention these things at all, so please pretend you never read this.

And last but certainly not least, in fact it could definitely be the Mug of the month winner. A couple of weekends ago I rolled up on Saturday morning to find the Chiseletts getting stuck into their 3rd packet of biscuits for the morning, it was about 9.30. After chatting for a while I couldn't help but notice the unusually small number of models they had to fly (one between them). Instantly I smelt a Mug. So in my best investigative, journalistic way I

asked " how come you've only got one plane" Pretty hard hitting question don't you think?

They both looked at each other and offered me a biscuit. I wasn't about to be bought so I asked again. Naturally, they started to weaken under this pressure and after I offered them my packet of chocolate biscuit's, they cracked.

Kevin tells me " I t's all Dad's fault. He packed the car"

I f you fly with Kevin and I van you will notice that they have two of a lot of models. I t seems that on this particular day, I van had managed to pack the wings of one particular model and the fuselage of another. I n fact he had done this for 3 different models!! Now we all know that a good builder would build so accurately that parts would be interchangeable if they came from the same design and were built from the same plan. Well, they didn't so nothing fitted and only one model was flyable.



Peter Harrison of CLAM with his Jitterbug. Is that an original FROG diesel? Monty must be dancing at the success of this event. Photo by Ian Ferris.

1989

Sorry to put you in Mug of the Month Peter but it's the only spot I had. I guess " if the spot fits use it"

Obviously, you were a crash hot control liner in your younger days. This could come in handy as a little birdy told me that there may be a control line event at next years VMAA Trophy.

Addie's Hobbies

The biggest little hobby shop in town...



If it's available in Australia and we haven't got it, we can get it!

We stock all well known brands of aircraft, radios, engines and accessories

Bulk fuels.



Special for the month

Stocktake stock reduction
Sale.....

Call us for pricing on Radios,
Engines and Aircraft Kits



Contact Addie Hampson
641A Nepean Highway, Carrum.
Phone/Fax 9773 3955



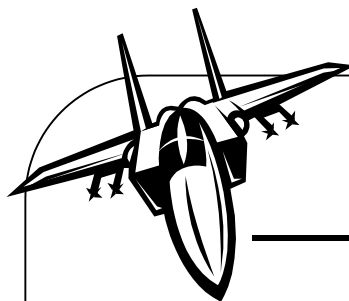
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