



Picture, Frank McPherson

FSFAA meet' at the Field 1st April

David Law's big Pitts Special 30% scale DA120 Petrol, 28 x 10 Metzler carbon fiber prop'

P&DARCS

P&DARCS AUCTION

Saturday 7th July
Dingley Hall
Marcus Road Dingley

1 pm Start



O.S ENGINES DAY MAY 27th

Next Club Meeting – Saturday 5th May
At the Flying Field, 1-00 pm start

Paul Webber will be providing a show and tell on, Theory of helicopter flight, + a demonstration of requirements for helicopter Bronze Wings

BURLEY FIELD

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www.pdarcs.com.au

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Editor's Bit

2nd P&DARCS Twi – Fly Event

What a FUN afternoon and evening, we had our Club Rocketeers Stewart Moss, and Rick Talman, showing us how it is done, firing their rockets, up – wind, for a chute' descent onto the side flying strip

A Twi – fired rocket is a sight and sound to remember

There was general flying and Twi – Fly model practice during the afternoon, more people arrived later in the afternoon, bringing nice munchies for tea, and their nite flying models

It was great to see some ladies attending, Pearl Schubach, Joan Reynolds, and Katrina Foley, they all enjoyed the nite's fun and laughter

The Twi – Flyers were;

Bill' Reynolds	Big Bipe
Andrew Mysliborski	Skyflex hang glider
Paul Webber	Big Helicopter
Frank McP	Boomerang 60, with " Juicy Lucy " wing sitter
Alan Foley	Skyflex hang glider
Peter Harrison	Foamy
Roly' Gauman	Mini Gee Bee with no lighting, (Paul - S followed it with the spot lite)

First up was Bill' Reynolds Big Bipe, with a 'splendiferous' lighting display, Bill' flew the model with all control and authority, nice job Bill'

Other eager Twi – Flyers followed Bill's example, and there was a constant flow of brightly lit models in the air until around 8-00pm, with expert fliteline control and retrieval by Daniel Jenkins, and Paul Somerville

Later in the evening, we were flying in total darkness, the only external lighting was from the Hayshed lights, the transmitter pound flood lights, and our hand held spot light, a light northerly breeze sprang up while Andrew M and Alan F were flying their Skyflex hang gliders, they both got caught down wind, and could not coax the Skyflexes back to the field, they had to dump them, and had a long walk with the spot light to fetch them

Later we all enjoyed bikkies, cheese and dip, with light beverage, compliments of Katrina and Alan Foley, we also sang " happy birthday " for Andrew Mysliborski

We all laughed a lot, and had a good time

Frank McPherson Editor



What's On

At P&DARCS 2012

May

5th Club Meeting Burley Field 1-00pm start

27th **O.S Engines day** **Burley Field**

June

6th Club Meeting Dingley Hall 8-00pm start

9th -11th Queens Birthday Weekend

From the VMAA Events Calendar 2012

May

6th Annual Display Day Lilydale L&DMFA

5-6th Old Timer. VIC-SA State Champs Monarto, SA South Aust.

6th Scale Rally / VFSAA Mini Comp Rosebud West NMAA

11-12th Autumn Scale Rally at Twin Cities, Albury

19-20th **Victorian State Champs: F3A Aerobatics**, (all classes) Bendigo BRCAC

19-20th **VMAA State Championships: Scale**, Conducted by VFSAA at the VMAA State Field

19-20th Old Timer. Sat: ½ A, Burford & Duration, Sun: Texaco, Climb & Glide, '38 Antique incl. electric in ½ A & Texaco. Cohuna CMFC

20th Fun-fly "Mid-May Muster" Bairnsdale BADMAC

26-27th VMAA Country Visit to Mildura Club SAM

27th **OS Engines Day Pakenham P&DARC**

President's Report



My apologies for not chairing our last club meeting as I was relaxing at Halls Gap for a pre-Easter break. Picked the best weekend as well as 25 degree days were very nice compared to the following Easter weekend. Not the best of weather for Easter so I didn't actually venture out to have a fly but I did put aside the better part of one of the days to do a bit of repairing and building.

Unfortunately I will have to enter myself for the mug of the month here as well. My start up performance at the building bench highlighted my lack of building practice over the last few years.

After cutting and then band aiding my finger I went to get the thin cyno. Unfortunately the top had glued itself to the bottle. I tried to prize this off by twisting it with a pair of pliers which only resulted in the entire top breaking off. Naturally this resulted in a bit of glue pouring out and sticking my fingers to the pliers. Humpf !!! 5 minutes later with my fingers separated from the pliers, then my hanky, themselves and finally my glasses. I was ready to go again. I ignored the gluing for a while and started on something else. 10 minutes later as my ancient eyes couldn't read the millimeter scale on my ruler I reached for my glasses. They seemed to be stuck to something so without looking very closely I yanked them free. You guessed it they were stuck to the broken superglue bottle and the yank caused the remaining glue to fly out all over my jumper (which soaked through and stuck it to my shirt. The glue also poured over the glasses and as they were plastic lenses bugged those as well. On top of this most of the stuff on my bench was now glued to the bench !!!!. I chucked the lot in the bin and went to have a calming beer.

Half an hour later I came back in for a second go this time I used 5 minute epoxy and PVA. Once again though I needed to grab a pair of magnifier glasses. I put them on, couldn't see a thing I then discovered that when I was last in the shed spray painting a boat I was making, the glasses must have been nearby, as both lenses were now bright red. Second pair of glasses in the bin. I persevered however and fixed what I wanted to fix, chiseled my tools from the bench surface and then finished framing up a new Electric yard bird that I won in a raffle from SC models a month or so ago.

Next item on the bench is a Great planes Reactor that I almost finished about a year ago and never flew. Coming out is the Saito four stroke and going in will be a new OS electric motor. Best thing is no Cyno needed for this conversion. Hopefully this will be done before the OS day in late May.

Club Meeting

I understand that the members who attended our last club meeting are now the full two bob on lighting up your model for night flying and also on electric pylon racing.

A big thank you to Paul Webber, Frank McPherson and Alan Swift for making these presentations. You know you should all make an effort to attend the club meeting as Daniel - J is trying very hard to invite interesting speakers to each meeting. So far he has been very successful as well so make sure you turn up and get informed
Cheers

David Walsh, Pres'

Secretary's Report

General meeting held Saturday 31st March 2012 at the Burley Field

Meeting opened at 1315

Vice President I Chiselett in the chair

Members present 20

Apologies:

D Walsh(President), P Harris(Treasurer), P Langton

Minutes of the previous meeting be accepted:

Moved, W Schubach, Seconded, F Connelly, Carried

Business arising from previous minutes:

Nil

Vice President:

Data projector frame is installed with lock-up base, screen is installed.

Field:

The runways have been sprayed to eradicate the paspalum.

Maintenance:

Gas bottle shed has been repaired with a new lock.

Web - Master:

New cam in the "Hay shed"

Registrar:

Membership to date is 183

General Business:

The Monty Tyrrell day was a great success with 75 aircraft, some model tanks gave a display during the day

The twilight fun fly is on Saturday 14th April

Meeting closed at 1350hrs.

Next General meeting May 5th at the Burley Field 1300hrs

Prior to the meeting Paul Webber gave a talk and demonstration on the ways to install lights on your helicopter for night flying, and Frank McPherson gave a talk on lighting up your fixed wing aircraft.

After the meeting Alan Swift gave a talk on electric pylon racing, showing one of his planes which he flew later (they are quite fast) Max. wing span is 50 inches the current rules are strict regarding size motors etc.

Don White, Secretary

Buildings Officer's Report

David has been on a holiday in N.Z

Phil Langton and Frank McPherson are working on getting the western charging station completed, when that is done, the little workshop room can then be finished off, (Ed)

David Glossop, Buildings Officer

Field Manager & Safety Officer's Report

No report this Month

Norm Morrish, Field Manager and Safety Officer

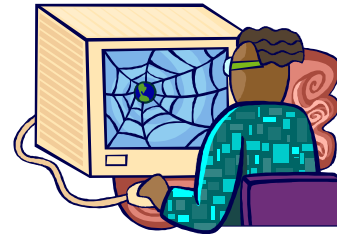
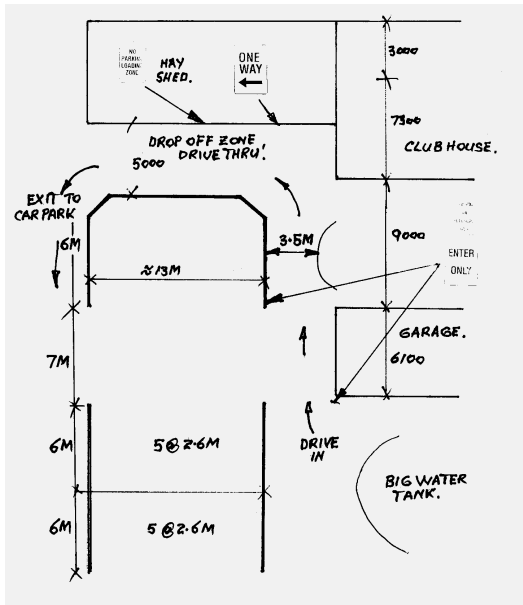
Facilities Manager's Report

No report this Month

Paul Somerville
Happy Landings

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.”



Webmaster's Report

Well, I have changed the old webcams to run on the new Webcam server. What this means is you can throw away Java. All our webcams should now run on any browser and any platform.

Next step is to hopefully replace the old Webcams with new ones like the Hay Shed.

You may have noticed that the Weather and Webcams were not working for a couple of days. I will not go into the details but the problem was with our Internet provider. It took me several trips to the field and eventually getting irritated before the problem was resolved.

The Website stats are as follows.

2,490 Visits.

901 Unique Visitors.

12,279 Page views.

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

West Cam 1,459 hits

East Cam 1,778 hits

Hay Shed Cam **2,381** hits (WOW!)

Regards,

Paul Webber, Webmaster

Easter at the Flying Field

Well, Easter came and went, the weather was not very kind to us, and I had pity for the people camping in Vic We had two Club Members and their good ladies, stay over at the flying field in their caravans

Glenn and Linda Burgdorf



Peter and Elaine Harrison



Frank McPherson pictures

Friday nite was very windy, with the two caravans being buffeted all nite, made it difficult for sleeping, seems the wind gusted to more than 80km

Peter and Glenn, did some flying with others on Friday, Saturday and Sunday, the Ladies entertained themselves with craft activities in the Clubhouse



Social Director's Report

Greetings all. First I'd like to start with a thank you to Allan Swift, Frank McPherson & Paul Webber for presenting at the last club meeting. I hope those in attendance found there talks interesting. In fact, I know some of you did as we had a few new night fliers at the Twi Fly. I think this was a great evening, weather was fantastic, the wind calmed right down & we had a good turnout. We also had a great display from our rocket men, Stewart & Rick. Thanks guys.

The highlight of the eventing for me was when Alan Foley & Andrew Mysliborski got their flying awnings, the Skyflex's & flew off in a southerly direction and just kept going. All we could see was the models flying away from the field. They said afterwards the winds caught the models & could not fly back. Eventually after about 15 minutes these intrepid explorers decided to land & walk to get there models with the aid of Paul Somerville & a search light. According to Alan they had to walk to Ballarto Rd to recover their models. These three brave men now hold the club record for walking the longest distance at night to retrieve a model, but at least it was a well lit model! I have to thank them for the entertainment it was really funny watching the lights bob up and down in the paddock for about 20-30 minutes wondering if they would ever return. The models were completely unharmed, but for some reason there owners did not wish to fly them again at night.

At our next club meeting on the 5th of May. Paul Webber will be explaining the theory of flight for a helicopter and then demonstrating the manoeuvres required for bronze wing helicopter. This should be interesting so come along.

The other big event of course we have in May (the 27th) is the annual OS Day. This is the biggest event in our club calendar & we look forward to seeing you there. More details on the event can be found elsewhere in this newsletter.

Daniel Jenkins, Social Director

Registrar's Report

Membership List

We have had some new members join so I will update the forum with a new membership list soon. I will send a bulk email out to those who have registered once I loaded the update. Thats why I have not sent the email out yet.
<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

Remember:- No-one should be flying with last year's BLUE cards.

Also please wear your Club badge. It helps the embarrassing moment when you don't know a members name.

Mate, cobber, and buddy are normally used but I for one would prefer my first name. I see many members not wearing their badge and being registrar you may think that I at least know everyone I see at the field, but I can tell you I don't. I am sure you don't as well.

And remember, the no badge no flying requirement of the Club that was approved by you.

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

FOR SALE

Great Planes 2mtr electric glider.
Fiberglass fuselage and built up wing and tailplane.
Includes six brand new metal geared Waypoint servos for rudder, elevator, ailerons and flaps.
Hyperion motor with folding prop.
Hyperion 1500 Ma 3S LiPo
Phoenix 35 Amp ESC
There is no receiver.
This glider is brand new and has only had three flights.
\$450-00. Ian Thompson 0408 33 55 23



AT THE FLYING FIELD

Brian Green's **Mr Smoothey** 1970s Pylon Racer
Moki 60cc in – line twin, about 7.5 H.P, 18 x12 Bolly prop',
10kg, around 250km / hr at full noise



Cliff Mclvor's Seagull **NEMESIS** F1 Pylon Racer, O.S 55cc petrol,
18 x12 APC prop', around 200km / hr



Not exactly flying models, or model flyers, Freddy Webb, and
Derek Trussler, solving the world's problems in the Club
House, early this year



Those interested observers again, Phil Langton, Don
White, Barry Law



Our very busy car park, on the Monty Tyrell day
March 18th, (western side of the road)

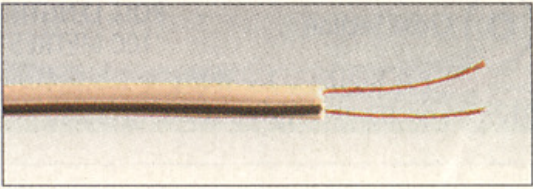


Same day (eastern side of the road)



This is the last part of the Article provided on our website in full
NIGHT FLYING & LIGHTING UP A MODEL (On the 'cheep')

By Frank McPherson, P&DARCS February 2012



Bell Wire
Ideal for doorbells, intercoms, or anywhere where a really thin figure 8 cable is required. 7/0.10mm x 2

30AWG

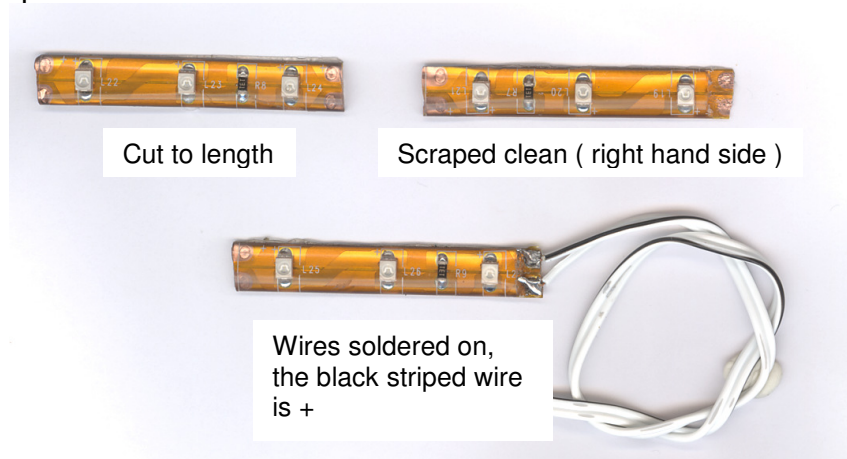
Cross Section

ROLL LENGTH 100 METRES

Cat.	Per Metre	1+ Rolls	5+ Rolls
WB-1700	\$0.15	\$12.00	\$9.00

Attaching The Wires

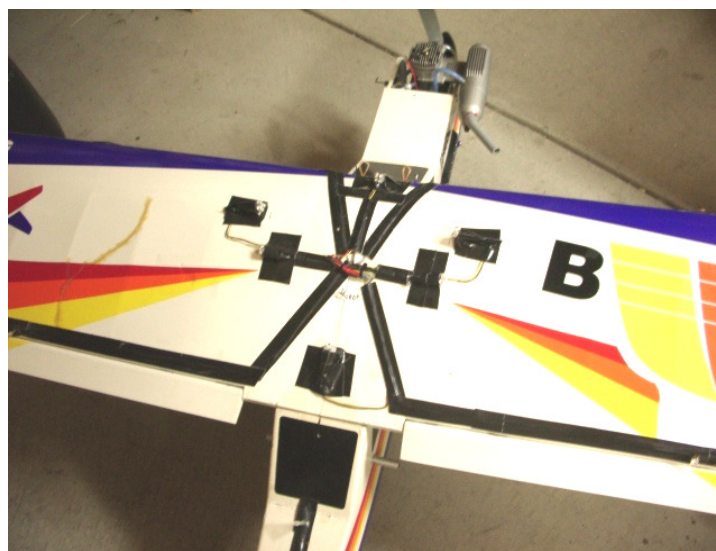
The strips are waterproof, covered with a silicon sealant, you need to scrape off the silicon sealant at one end of each strip, so you can solder the bellwire on to the copper connections, as shown in the example below



Where To Run The Wires

You can run the wires on the surface of the model and stick them down with duct tape, **OR** you can make small entry holes into the wing, and conceal the wires inside the wing running them through the rib holes

I chose to run the wires on the surface, and stick them down, it looks ugly but it is a lot less fiddling about, as shown in the pic below, (a Boomerang 60 wing), the taped wires don't seem to effect the model all that much, and the wires don't " rattle " inside the wing



How Long To Make The Wires

It is best to run all the wires to a central point to make it easy to connect them together, and to the battery supply, as in the pic' above

For The Wing Leds

Choose a central point on the wing top, in the centre, just behind the main spar is a good place
Prepare all of the led strips in the same manner, as above, without cutting the wire, peel off the backing paper and stick the strip onto the wing, in one of the positions, (as shown in 4 above)

Uncoil a couple of meters of wire, choose a suitable route to run the wire, and leave enough length to reach the central point, plus some slack to allow connecting up, cut the wire at that length

You will be able to use the same route for wires feeding other leds nearby, just stick them down with the tape, you can always add more later

For The Fuselage Leds

It is best to run all the wires to a central point to make it easy to connect them together, and to the battery supply, use the same method as for the wing leds

Now it is easy to conceal the wires inside the fuselage, don't be afraid to cut small holes in the fuselage for the wires to enter

Choose a central point in the fuselage, in front of the servo tray, is a good place, cut the fuselage leds wires to suit, (as shown in 4 above)

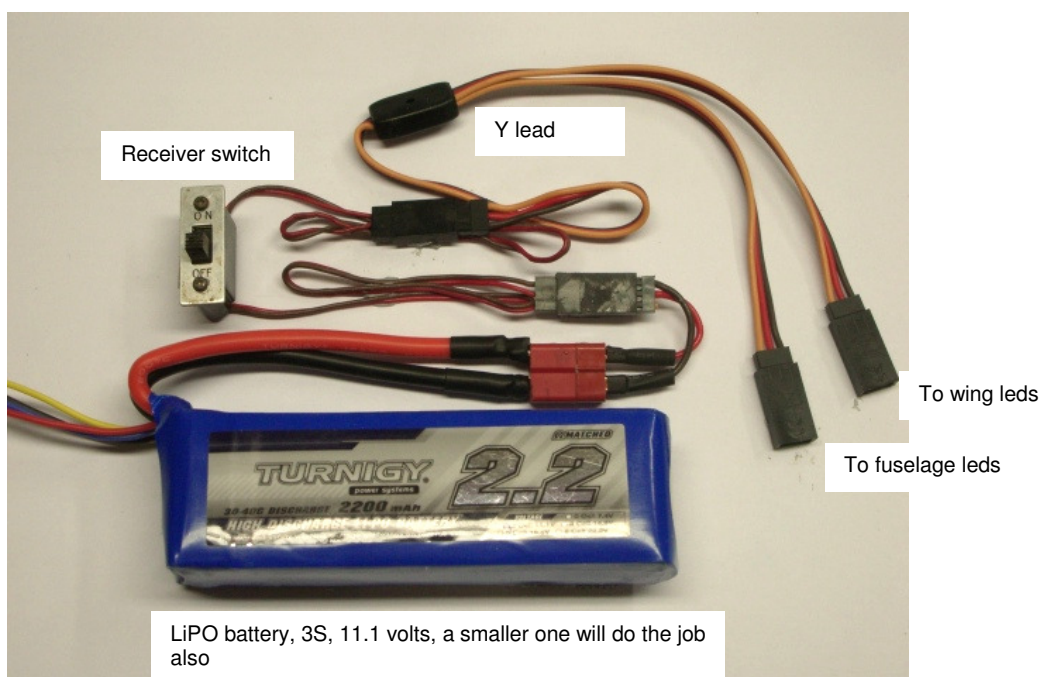
Leave plenty of slack wire to make connecting up easier

6. THE BATTERY AND SWITCH

You will need to find a spot for the battery, it could be mounted on the outside of the fuselage OR, inside the fuselage

If you can't find the space inside the fuselage, mount the battery on the bottom of the fuselage, using Velcro and a clamp, the extra drag does not make much difference to the model flying flat and level, and make a small hole for the battery lead to enter the fuselage

The pic' below shows a typical LiPO and switch set – up



You will need to marry a LiPO plug to a female servo plug, to connect to the battery

7. CONNECTING UP

Well, you have all the leds stuck on in their positions, and the wires run to the two central points, (wing and fuselage)

Don't be frightened about the number of wires you have to connect together, at the central points

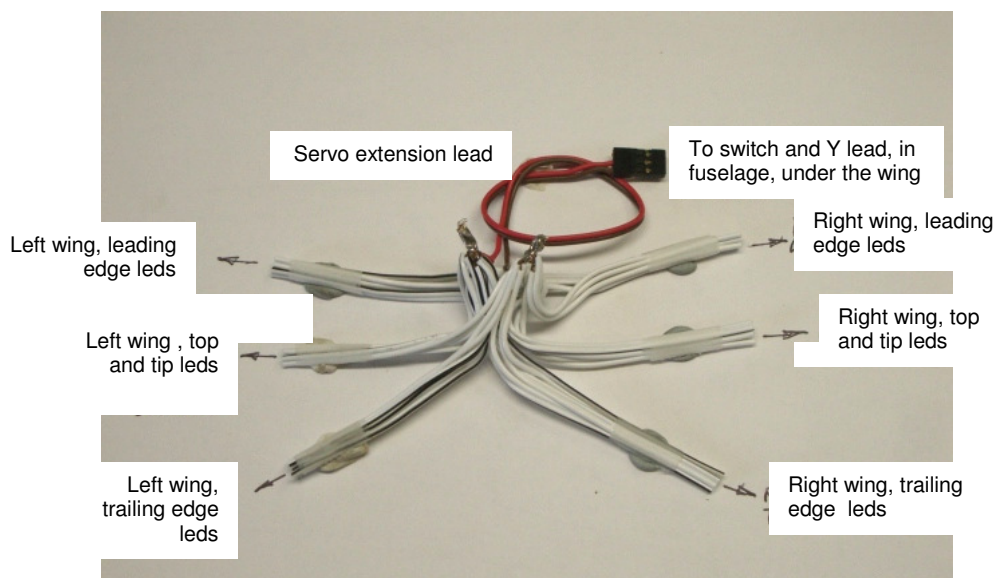
Split each pair of wires, and strip the insulation, back to around 20mm

Twist all the black striped wires together, and twist all the plain wires together

Obtain a 100mm servo extension lead, cut off the female plug, and strip the insulation back to around 20mm, twist the **red** battery lead, (+) around the black striped led leads, and twist the **brown** servo lead (-) around the plain led leads, as shown in the pic' below

Cut a hole through the wing to pass the servo extension lead through into the fuselage

Typical Wing Central Wiring Point



Solder the twisted wires to make a reliable joint, and insulate with heat shrink tubing, (shown here only soldered)

Connect the fuselage leds wiring at the fuselage central point using the same method as described above, for the wing

8. TESTING

When you have all the connections made, switch on, if some of the leds do not light up, switch off, and reverse the wires AT THAT LED STRIP, and test again

At this stage, you have in your possession an easy to see, serious night flying machine

Practice flying it in daylight, it will respond a little differently with the drag of the leds and wiring

It will be great fun to make up a night flying team, we already have a take – off and landing spotlight, plus lots of laughter and enthusiasm

Frank McPherson
P&DARCS February 2012

MILITARY CLASSICS *By Richard (Dick) Ryland*

Mitsubishi A6M Zero

This aircraft was quite a shock to the allies when it first appeared. It was able to out fly all aircraft which it came up against in the opening year of the war in the Pacific. Its top speed of 350 mph, high rate of climb, machine gun and cannon armament, long range and exceptional maneuverability gave it a great advantage in any aerial contest.

When some were sent to China in July 1940 to test it in battle it decimated the Russian built Polikarpovs which it came up against. Large orders for it were immediately placed and eventually over 10,000 were made.



This aircraft was designated the Navy Type 0 Carrier Fighter Model 21 by the Japanese and the code name Zeke by the Americans but came to be known simply as the Zero by the allied airmen who fought against it. Japanese pilots called it the Zero-sen. Its wide undercarriage and low landing speed made it ideal as a carrier aircraft and many of the 350 aircraft launched from six carriers to attack Pearl Harbor were Zeros. In the early years dog-fighting a Zero was avoided at all costs and attacks eventually restricted to single passes at them.

The aircraft had serious flaws however and these became increasingly evident from the second year of the war in the Pacific. The Zero's legendary maneuverability was mainly due to the very light wing loading achieved by constructing it as lightly as possible and deleting such features as self sealing fuel tanks and armor protection for the pilot. Consequently, when fired on, the pilot was extremely vulnerable and the aircraft was very prone to catching fire. The most powerful engine fitted to later models of the Zero still produced under 1000 hp, the earlier models producing only 750 hp.

The large wing which gave it such marvelous maneuverability limited its speed in a dive, and diving, both to attack and to escape, was a vital tactic used by all fighter aircraft throughout WW2.

Aircraft such as the Chance-Vought Corsair and Grumman Hellcat were in another class and once they came into service they out flew the Zero in every respect except turn rate.

However it was produced and flown throughout the war and it will always be remembered as the iconic aircraft which ruled the skies early in the war, definitely a Military Classic!

O.S Engines' Annual Fly In VIC 27th May 2012 At P&DARCS

Wenn Road, Cardinia, Victoria (Melways Ref. 139 K1/Keymap 18 P16)

All Aeromodellers with O.S. Powered Aircraft Welcome

Must have current MAAA Membership to fly! Heavy Model Permits required for all aircraft over 7kgs.

All registered pilots* who fly with O.S powered aircraft, including OS Electric Motors, go into Grand Prize Draw

(max. 3 aircraft per person) (* each aircraft must be flown for it to be eligible for the grand prize)

- Prize draws throughout the day
- Relaxed, fun days flying at one of Australia's premier R/C flying fields
- Only O.S. powered models permitted to fly on the day **(No Exceptions)**
- All types of aircraft welcome from trainers to giant scale & helicopters
- Transmitter pound in operation and hot food & drinks available all day
- Enter on the day prior to 11.00 AM (Please fill in registration form prior to arrival to help speed up the registration process).



- OS FS 95V 4-Stroke Engine
 - 50mm OS BL Electric Motor
 - Hitec Aurora9 Premium Set
- Grand Prize Draw Donated by:
Model Engines & OS Engines Japan

Registration from 9.00AM

Entry Fee: \$5 donation (for up to 3 aircraft). All proceeds go to P&DARCS

Proudly sponsored by Model Engines & O.S. Engines Japan
Special thanks to the Pakenham & Districts Aircraft Radio Control Society inc.

The logo for O.S. Engines, featuring the letters 'O.S.' in a large, stylized, blue font.





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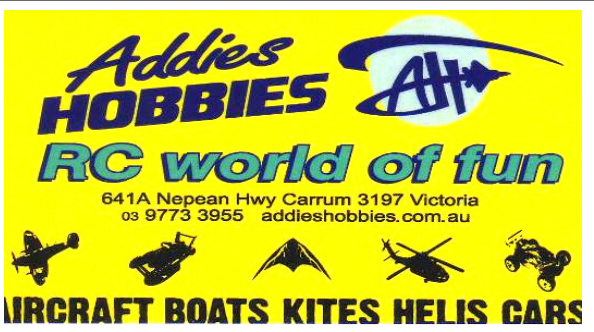


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Next Club Meeting – Saturday 5th May
 At the Flying Field, 1-00 pm start

P&DARCS Newsletter

If undelivered return to
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