



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER DECEMBER 2020



A recent aerial photo of the best model aircraft flying facility in the Southern hemisphere

Looking from the Eastern end of the main strip to the North West

December 12th (Sat) 7 pm - 7:30 pm
P&DARCS Christmas Zoom Drinks
See calendar page for details

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EDITOR'S BIT

First group of flyers at our Field after restrictions eased, Monday 9th November

Photo by Norm Morrish



The masked flyers, anon'

Frank McPherson Editor

WHAT'S ON At P&DARCS 2019

Look in the Club Calendar on page 16

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NOTICES

Work Safe Requirements

Glen Cosser, the Safety Office, and Peter Harris investigated the club's liability under the OH&S Act. There are difference categories, Businesses, Farmers, Community Organisations with both paid and voluntary workers and Volunteer Associations with only volunteer workers.

We have been advised by Work Safe Victoria that as a voluntary Association our members do not come under the control of the OH&S Act and are not covered by Work Safe Insurance. Furthermore, our members supervisors and committee members cannot be held liable under the OH&S Act. However, our Association is liable under the requirement to have a safe site including entry and exit for members, visitors, contractors etc. Although we have no obligation under the OHS Act we should nevertheless meet the same standards to protect our volunteers from harm.

It has also been confirmed independently, through both Work Safe Victoria and Health and Human Services there is no mandatory requirements for steel caped safety boots for the members of our mowing team as we are regarded in the same category as domestic operators.

To comply with our obligations, it was agreed that a Safety Assessment Audit of the Club be done.

As every work site has different needs there is no overriding mandatory obligation to use the same PPE at all sites. The procedure is to carry out Assessment Risk and Control to identify the actions you need to take to remove or control the health and safety risks associated with the organisation's work. The Personal Protective Equipment at Work Regulations 1992 require that PPE should be used as a last resort. Wherever there are risks to health and safety that cannot be adequately controlled in other ways.

We have a long history of providing training for our workers and recommend the use of appropriate PPE.

In the last 40 years I am aware of only one accident where one of our field managers dislocated his thumb while operating the old Fergie tractor, but we should not be complacent as we are using substantial machinery and safety is always a major concern. The club's most prevalent safety issues actually arises from the operation of our aircraft. The number of lacerated fingers continues even with constant reminders of our safe operating procedures. The last news article from MAAA President reiterates this issue promoting care and diligence in operating our equipment safely.

Peter Harris

Testing Radio Interference at our Flying Field

Following up on the concern a member had re the possibility of radio interference caused by the metal pilot barriers, Peter Cossins will carry out an investigation. Committee members Steve Malcman, and Ray Cooper will liaise and assist him. As at the time of going to print radio frequency tests have been conducted and the results are being assessed.

Once the report on the testing is completed the committee will assess the results and prepare a notification/recommendation to the members taking into account the report findings, other information that has been collected, together with information and concerns presented to us by club members.

Peter Harris

NOTICES

Club Facilities & Covid-19

The committee is faced with the difficult task of making the club facilities available to members whilst complying with the state government Covid19 requirements. We cannot just open everything up and hope for the best as any subsequent virus transmission traced to PDARCS would be condemned in the press and no club member would welcome infection by another club member. The legislation is complex and the documentation on [coronavirus.vic.gov.au](https://www.coronavirus.vic.gov.au) runs to hundreds of pages. This is understandable as the government is providing advice across the myriad of business activities across the state. Not all of it is specific and the generic sections are open to interpretation - just ask a lawyer.

It is easy to find a statement in one place which appears to allow the club to take some action, only to miss another requirement elsewhere which also applies and limits the first statement. Individual members may think there is one response - only to find that it is only half right. The Committee are doing their best to cross this minefield to provide what members are requesting whilst meeting the Covid19 requirements imposed on us.

Finally a call has to be made by the committee - they are the ones who will be held responsible if anything goes wrong.

Clubrooms to Remain Closed

The Committee was hoping we'd be able to open the club rooms due to the apparent relaxation of the Covid regulations. However, due to the Covid strict and very regular sanitisation and deep cleaning requirements to have the room open, the committee felt that it was far beyond the capability of the Club to comply and thus decided to continue having the rooms remain closed. Club members should continue to bring their own food and drink to the field as the kitchen facilities will remain inaccessible due to the club room being locked.

The Committee has agreed for the room to be open for a one day VMAA Instructor course for 6 of our members. This will require the participants to conform to Government regulations with regards to mask, social distancing etc and the sanitisation/cleaning of the room before and after the course. Those attending are required to bring their own food and drink. During this course no other persons are permitted to enter the club rooms.

Ivan Chiselett Secretary

NOTICES

November Committee Meeting Summary

The Club's new committee met for the second time on Thursday night November 19 via Zoom. Some of the items considered are noted below;

- The changes to the restrictions were discussed and noted that we would continue to monitor the changes to ensure the club conforms.
- Work Safe and the Club. Glen Cosser, the Safety Officer, and Peter Harris investigated the "involvement" of Work Cover to organisations like our club. Both found that we do not come under Work Safe and are not covered by their insurance; however we are expected to provide a safe working environment. To this end, it was agreed that a Safety Assessment Audit of the Club be done. It was noted that Ivan has done a Safety Audit using the MAAA Procedure for the Public Display Permits and some of this will be able to be used.
- The Web Master advised that he has purchased a new computer which has been installed. He noted that there was a problem with one of the web cameras. He suggested that the club purchase some new better cameras to replace the old ones as they were "old" technology. He was given approval to spend up to \$500 to upgrade the web cameras and necessary software.
- Following up on the concern a member had re the possible of radio interference caused by the metal pilot barriers Peter Cossins will carry out an investigation. Committee member Steve Malcman will liaise and assist him. As at the time of going to print radio frequency tests have been conducted and the results are being assessed. Once the report on the testing is completed the committee will assess the results and prepare a notification/recommendation to the members taking into account the report findings, other information that has been collected, together with information and concerns presented to us by club members.
- Cleaning out of some of the main drains around the club has been done by a contractor. The soil excavated will be used for filling around the end of the west runway to extend it.
- The toilet floors are to be sealed. The contractor has been contacted and will do the job shortly. He will also give us a quote to also coat the handicapped toilet. This will make the toilets a lot easier to clean.
- A suggestion from the November General meeting to adopt the "God Father" system of training new members. The committee discussed this and acknowledged that there appeared to be some problems with training new members but did not think the "God Father" system would solve the problems. The committee has been tasked with coming up with a better system for training.
- Another suggestion from the November meeting was to spread gypsum on the field to improve the soil. Norm Morrish advised that he had obtained a soil analysis report from a consultant and they identified lime as the additive that improves the soil. He has done some applications and has handed Craig the soil report so that he can continue with the consultant's recommendations.
- A member expressed security concerns with the web cameras. He thought criminals could use it to establish when there was no one at the club and suggested a password system to control access to them. The committee thought that if a password system was used the code would be so far distributed that it would effectively be useless. They are however investigating the possibility of removing access to them during the night.
- The VMAA have published a procedure for applying for grants. The committee will prepare a submission for a grant from the VMAA for the supply of the equipment necessary for the new irrigation system.

NOTICES

- The VMAA CFI sought permission to use our club rooms for an Instructor Course on December 12th. The CFI was advised that due to the size of our rooms it would be only possible to have 7 in there. The CFI replied that he would restrict the course to 6 plus instructor, all of whom are P&DARCS members. It was agreed that we would advise the CFI once the new Covid regulations were released on Sunday 22 November.
- The committee have scheduled the Monty Tyrell Scale Rally for March 28 2021 in the hope that we can run the event.
- It was agreed that the Club support VMAA at the Sandown Model Expo.
- The club was invited to participate in the Berwick show which this year would be a “virtual” event. We are trying to get a 5 minute promotional video done for the “virtual show” showing what a great club we are. Some club members will be approached to help produce the video.

The next committee meeting is to be held on Thursday night January 21 2021.

Ivan Chiselett Secretary

Monty Tyrrell Memorial Scale Rally Sunday March 27th 2021

Following last year’s sad cancellation of the Monty we are taking action to plan for 2021. We are working on the basis that we will be able to host the event in 2021 so are starting to plan.

The annual “Monty” is the Club’s biggest event and we need all members to get behind and make it the success that it should be. The event is just an enjoyable day at the field watching and flying any model that is “scale”. It does not have to be a “competition” class model, just a scale of a full size aircraft. All types of scale models are most welcome. Big or small, jet or prop, ARF or handmade, all are welcome. Part built models are also most welcome, they help to stimulate interest.

The majority of modelers have a scale model tucked away so why not get them out and bring them along and have an enjoyable day at the field and make the “Monty” the great event that it was in the past and should be now.

There has been a good deal of building going on during the lockdown so there should be lots of great models to see. Tell your friends that the Monty is hopefully on in 2021.

There is a \$5-00 entry fee per car, spectators and entrants alike. No additional registration fee, just the \$5-00 for as many models as you want to bring is all it costs. All profits go back to our great club. Please get behind the “Monty” rally and come and enjoy the day. We have a Display Permit for the event so tell your non flying friends that if it is on it will be a great day on model flying.

Sponsorship

If you know of a company that would be interested in sponsoring the Monty or anyone has anything, kits etc or funds that they would like to donate to the club that could be used as a prize please contact Ivan on 9898 4379.

Ivan Chiselett Secretary

NOTICES

2021 Sandown Model Train and Hobbies Expo.

Current planning is that the big Sandown Model Train and Hobbies Expos will again be held on the Mach Labour Day Long weekend, March 6, 7 & 8th 2021. The VMAA again has been invited to have a stand at the event. The VMAA invites Clubs to be part of their stand and promote their club and modeling in general.

P&DARCS have supported this event in the past and it gives our club good exposure to the public and gives us the opportunity to promote the Monty as a display event to the public.

We realize that it is still a while to go but with the Christmas break there is limited contact after the December Newsletter. We are looking for people to allow their models to be displayed at the Show and some to man the stand during the day.

Set up day is on the Friday and collection of models is after about 4pm on the Monday. If you are prepared to allow one or more of your models to be part of the show the drop off and collect zones are very close to the show proper. There is also close car parking as well.

If you have a mode/s that you are prepared to put in the show and or would be able to man the stand during the weekend please let Ivan know at;

secretary@pdarcs.com.au

The stand certainly created a positive image of the club and hopefully will attract more members.

Ivan Chiselett Secretary

HEAVY MODEL PERMITS

If you are flying a model weighing more than 7 kg, you **MUST** have that model and the pilot of that model certified by a Heavy Model Inspector. This applies to each model over 7kg AND each pilot

You must carry the Permit with you and have it available for inspection at any time at all MAAA affiliated venues

The Heavy Model Permit is **VERY IMPORTANT** for Insurance Cover. In the event that a uncertified Heavy Model, is involved in creating damage to persons or property MAAA Insurance will not cover P&DARCS or yourself

Do not be tempted to test fly a heavy model prior to it being certified, if it creates damage to persons or property **YOU WILL BE PERSONALLY LIABLE**

The P&DARCS Committee members will now be policing this, so be prepared to show your permit. If you don't have it, you will be asked not to fly that model.

P&DARCS Committee

PRESIDENT'S REPORT

It's here-- we made it to the end of the year, things are looking brighter and from all present reports it seems like we may have finally got the nasty Covid 19 on the decrease to the point where just about everything could be returning to normal.

Now that access to our field is less restricted we hope to see more flying members doing the aviation thing, and those new (or refurbished) models being paraded for us all to admire.

The field maintenance team have been hard at work and all reports are that they are doing a great job, and I hear that the earth work on the surface drainage system has been completed, so this should further assist in keeping our working areas more able to remain serviceable in a wider range of weather conditions, particularly now that scrub gum creek will now be better maintained and hopefully regularly cleared.

At this time of year we all think more about family and close friends and it looks as though --after lock downs and all the restrictions--- that we will actually be able to spend the festive season with our families and friends,----- as it should be!! May I wish all the very best to you and yours for a peaceful, happy, safe and loving Christmas season in what ever form you may believe, and may we see you, bright, keen and flying in the new year.

Thank you for 2020

Bill Reynolds President

SECRETARY'S REPORT

Minutes of the P&DARCS General Meeting held on Saturday November 7th 2020 via Teleconference

Meeting opened at: 1:05 PM

Chair for this meeting: President, Bill Reynolds

Members Present on-line: 34

Apologies: Daniel Jenkins, Barry Law & Hugh Gurney
Visitors; Nil.

Minutes of previous Meeting: Motion that the minutes held 5 September 2020 be accepted. Only the AGM has been held since that date.

Moved; Peter Harris Seconded: Rob Till **CARRIED**
Business Arising from Previous Minutes;
Nil

Reports

President:

Field is now open to only those who live close than 25K. Hope is that this will be changed this weekend.

Secretary:

Very quiet at the moment due to restricted flying.

A query was what are the restrictions to numbers at the field.

Evan Belamy asked to clarify the numbers allowed at the field.

Peter Harris advised that we were following the guidelines of the VMAA which indicated that we can have groups of no more than 10 each group providing all were practicing social distancing rules. It was noted that all should use the attendance book to ensure traceability was possible.

The Secretary reinforced the social distancing and use of attendance book.

Treasurer:

The Treasurer updated the members of the club of the club's financial state.

The Treasurer noted that due to the relaxation of the restriction the audit would be completed on Monday. Treasurer moved his report be accepted. Seconded; Norm Morrish **CARRIED**

Registrar:

Membership currently at 153 members, 11 new/upgrades this year.

Rob explained how the club induction/orientation processed worked and why it was done.

Angelo Favalaro asked if the club used the "god father" system for instruction. Rob noted that we do not currently have that system. Angelo suggested that the committee consider this.

Darryl Slade asked when the washing and cloths drier machines would be installed at the club.

Norm Morrish replied that this would be done once all the virus restrictions were eased. There had to be some work done by outside workers as well.

Rob moved the Registrar's report be accepted, seconded by Peter Harris **CARRIED**.

Field Manager:

Craig reported that field was still quite wet but drying out. He noted that recently we had about 30mm in one day and then another 20 last week. The pits are still quite wet. He noted that spraying has been done. Training of the mowermen will be started shortly

Angelo noted that in the past gypsum had been put on the field to improve the soil. Norm Morrish replied that he had a soil testing company analysis the field soil and they advised not to use gypsum but to use lime. He advised that he would send the file from the company to Craig.

Facilities Manager:

Norm Morrish reported that 2 new PVC strip "doors" had been installed at the toilet doors to stop the birds entering. He noted that the birds had done a lot of mess when the field was in lock down.

He noted that some of the creeks around the club are still not flowing as they should. He is continuing to liaise with Melbourne Water to get this drainage problems fixed. He noted that the Cardinia Shire is now involved as well.

Safety Officer:

Nothing much to report due to lock down. He has noticed that some are not using masks whilst flying. Everyone must use masks all the time.

Editor;

Request for articles. He noted that there will be December Newsletter but none in January.

Webmaster:

Absent. Peter Harris noted that the new computer has been purchased and is currently being set up and will be on line in the next couple of weeks.

Angelo queried if it was possible to have a password system be introduced to gain access to the web cameras for security reasons. Committee to discuss.

Social:

Nothing to report.

Club Captain:

Not sure if the VMAA Trophy will go ahead next year. We have our models ready to go.

General Business

1. David Glossop thanked the committee for keeping the club operating during the Covid time.
2. Trevor Garey asked if the booking system can be used to book on the day. Peter Harris noted that due to the change in restrictions it was not necessary to book but distancing and use of the masks and attendance book was still required. Norm Morrish noted that the booking system has been disabled due to the change of restrictions but distancing etc still applies.
3. Norm Parker why the committee meeting could not be held the morning before the General meeting or using Zoom to make it easier for members to attend. Committee to discuss. Rob Till noted that the committee was currently using Zoom for their meetings and it works very well.
4. Paul Sommerville asked the cost of using Zoom. Peter Harris noted that a committee meeting cost about \$25 per month whereas a "webinare" to run the general meeting was about \$80, ie about \$105 for both.
5. Angelo expressed concern at the club expenditure. Peter Harris responded that the committee was very aware of costs and worked well within the budget and means.

Meeting Closed. 1:55pm

Ivan Chiselett Secretary

REGISTRAR

Registrars Report – December 2020

New Member Applications

New member applications this month

Alexander Subotsch, Hawthorn New Probationary member

Stephen Green, Preston – Rejoining full Member

Any objections to this member application may be raised by sending in an official objection in writing to the Secretary. Note that only FULL members have the right to raise an objection.

Membership Renewals

They are now starting to trickle in! At last the Covid restrictions are lifted and the summer flying weather has arrived.

Just remember to let me know of any changes to your address or other contact details.

Orientation sessions

New members joining the club are required to attend an Orientation Session prior to being given a field key and a club cap. This is not a flying test, it is just an opportunity to explain the local flying rules and to ensure the new member understands how the club operates. We hope that the session, which only takes about 15 minutes, ensures the member feels welcome and will enjoy using our great facilities. Any member of the Committee is able to run the session.

Membership Status

| | Paid 2020-21 | Unpaid | New 20-21 |
|-------------------|--------------|-----------|-----------|
| Associate | 16 | 3 | 1 |
| Full | 98 | 6 | 6 |
| Honorary | 0 | 0 | 0 |
| Junior | 6 | 1 | 0 |
| Life | 3 | 0 | 0 |
| Non-flying full | 0 | 0 | 0 |
| Pensioner | 21 | 1 | 0 |
| Probationary | 10 | 4 | 0 |
| Prospective | 1 | 0 | 4 |
| Student | 0 | 0 | 1 |
| Spouse | 1 | 0 | 0 |
| Total Paid | 156 | 15 | 12 |

Rob Till Registrar

FIELD MANAGERS REPORT

Another month has gone by, our field is open for business which is awesome for all of our members. I've never seen so many members flying on Saturday 14th, weather and winds were perfect.

In the past month we had 30ml and 20ml on consecutive Fridays, this made our field quite wet and soft, areas of water lying around. But since then, our field has dried out and is well in use.
Bring on more warm weather.

Finally our drainage system has been cleaned out by the excavators, a job well done, hopefully this will improve our Pits and field now.

Our mowing crew has been finalised and are going through Induction days, everyone on board will have a complete understanding on the clubs machinery and OHS procedures. Practical operation of the clubs equipment is part of the Induction day.

The Slasher has been fully rebuilt by Paul Somerville, a lot of welding, grinding and manufacturing. This is now ready for our fire break slashing which will begin very shortly.
Thank you Paul for making this happen as parts weren't available.

So the runways, pits and surrounding grounds are constantly getting maintained, a lot of rolling, spraying has been done also.
The control line circle is getting looked after, mowed and rolled, hopefully this will be operational soon.

One last point If mowing operations are in progress, please be patient as mowing of the strips take priority and remember not to cross the In-Active strip that we are working on.
I don't want to see any accidents happen.
I'm looking forward to catching up with everyone again.

See photos of the drainage clearing works on the next page

Major Drainage works were carried out at the Flying Field Saturday 7th November
The drains on the field were overgrown, and were due for a clean – out, this work will assist in reducing the flooding at our site, as the rain water will get away a lot faster

These photos show SOME of the works carried out



At the intersection of the East and Main strips



At the North end of the Western strip



Extension of the drain under the North end of the Eastern strip, looking towards Wenn Road and the Eastern Badlands !

Craig Fitzsimons Field Manager

WEBMASTERS REPORT

Well after a fair bit of stuffing around, the new PC controlling the weather station and webcams is up and running. The old computer served the club well for around 10 years, so I think it's fair enough it finally gave up. Everything is now back operational.

Another thing that is also struggling with age is the webcams. I have all 3 operational now, but one refused to run for over a month, then just decided to work again. Obviously, the cameras are also showing their age.

The committee have agreed we need to upgrade the webcams, so I will be looking into this next. Please don't tell anyone, but I'm looking into adding a few more webcams as well now that we have the bandwidth so you may see a new west facing camera.

It's a secret so don't tell anyone!

I have also just updated the software that controls the webcam access via the website, so you may see a SLIGHT quality improvement as it's using newer technology to embed the image. This is in preparation for new web cameras.

4/12 – New east Runway cam has been installed. It's showing a good quality image. Additional cameras have been ordered.

Daniel Jenkins Webmaster

FACILITIES MANAGERS REPORT

The **cattle yards** at the corner of Wenn and Fowler roads are used by our cattle farmer to load and unload cattle

The cattle yards were in a very poor state, to the point of being unusable, as the Farmer pays us to agist his stock at the site we needed to carry out repair work

The following photos show the cattle yards before the repair work and after the work was completed



Norm Morrish Facilities Manager

BOOMERANG 60 REBORN

Description of refurbish work by **Stevie Malcman**

With the recent Covid-19 lockdown, it was the perfect opportunity to work on some RC airplane projects. One in particular, which had been well overdue, was the refurbishment of my trusty boomerang 60 trainer. This was the first generation in the blue and white colour scheme, which I have owned for several years, and has served my students well. The covering on these particular models becomes brittle with age and I had already repaired a number of holes in the covering on the wings and tail surfaces. A complete strip down and recover was well overdue.

The airframe was in reasonable condition, but required some TLC and an overall clean up. As this was the Mk 1. Boomerang 60, it used only one servo for the ailerons. I opted to convert this to a two servo flaperon setup, as I wanted the flexibility of using the ailerons as flaps. After having removed the covering, acetone was used to remove the sticky residue from all wooden components. For the dual ailerons, servo mounts were constructed from rectangular hardwood dowel and were glued into the fourth open rib bays of each wing panel. As this was between the existing rib structures, balsa planking was added to the rails to complete the wings in preparation for covering. Due to the difficulty in removing the existing ailerons, new ailerons were constructed from triangle balsa and planked with thin balsa sheeting. Rectangular balsa was glued as the front leading edge and then planed at 45 degrees for the hinge line. All surfaces were lightly sanded in preparation for covering.

I had given some thought to a new custom colour scheme to make the underside distinguishable from the top. I decided on blue and white chequered covering for the underside of the fuselage, wings and horizontal stabiliser. The remaining surfaces were covered in white oracover, to allow for a vinyl design to be applied to the top and side surfaces later.

As I am a big fan of scale aerobatic aircraft, I was looking for a scheme that would transform and add a nice touch to this classic trainer. I have always been a fan of the sun and star burst schemes, as have been used on many favourites such as Piper clipped wing Cubs and Super Decathlons. As the rectangular wing planform of the Boomerang is similar shape to that of the full size Decathlon, the star burst scheme was what I had settled on. After a web image search under decathlon star burst, I discovered a unique red/blue alternating star burst, with a white background. The task now was to trace the outlines for each of the star bursts to generate a wire mesh vector for my vinyl cutter. Thankfully this can be accomplished using my vinyl cutting software, which enables the correct scaling for the wings and tail surfaces. The vinyl was then cut and applied using the wet application method with mild soapy water. The side, front and rear cabin windows were also designed and cut from black vinyl. To add some colour to the fuselage sides, red and blue pin strips were cut and applied. The final touch was giving the plane its new name the "Super Boomathlon", which was cut out in white vinyl and applied to the front of the pin striping.

As part of the upgrade, digital servos replaced the original analogue servos, which were very slow and sluggish. To obtain maximum performance from these servos, a voltage regulator was installed with a 2S Lipo battery to supply the power. Upon refitting of all components, the centre of gravity was checked and a lead plate was added underneath the fuel tank, for the required balance correction.

With the refurbishment now completed, it was a waiting game for restrictions to be lifted. Thankfully, two weeks later the travel restrictions were lifted to within 25kms, and as our club was outside this, the test flight was conducted at the VARMS club, which I am also a member of.

All went well on the re- maiden and the boomerang flew much as I remember it, though with more authority on the ailerons, due to the increased authority provided by the two servos. The flaperons worked well as they are full span ailerons and only required a small amount of down elevator compensation. Care is required whilst using the ailerons as flaps, as they have limited authority and can cause a wing tip stall during the flare at landing.

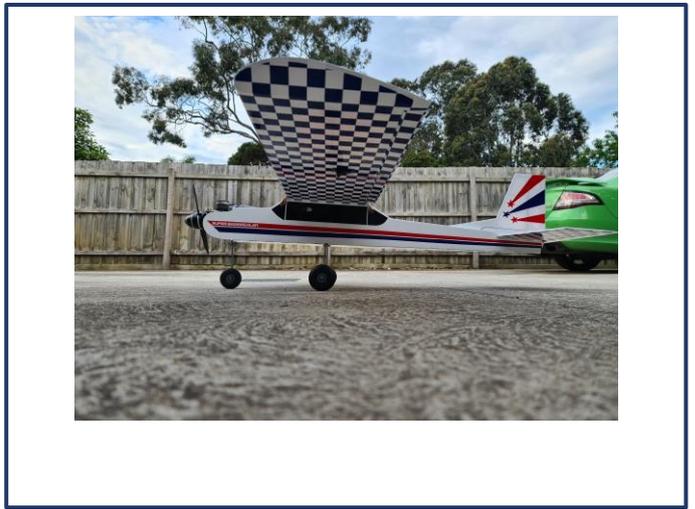
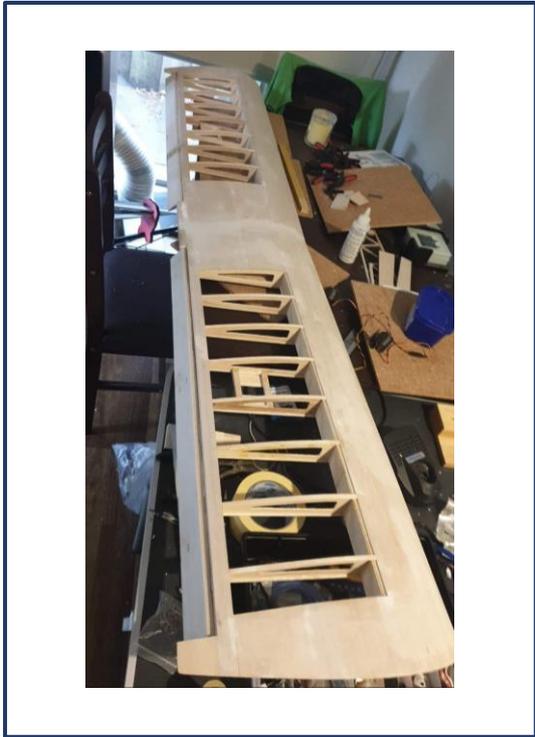
The refurbishment has been a success, and I am pleased with how the model performs and its new livery. The white and blue checker to the underside is hardly visible, although the star burst brings a fresh look to this classic trainer.

The Super Boomathlon will take to the skies at our club in the near future, so lookout for its next training session.

I hope to catch up with you all at the flying club soon.

Stay Safe! **Stevie Malcman**

See photos of the refurbish work on the next page



From Our Flying Field





Bust car park, on Monday 9th November, after restrictions have been eased



Interesting pic' from Norm Morish, old hanger on the Monash site at Berwick



Harrison Ritter with his new F3A model, his 15th Birthday present, delivered only recently due to Covid 19 restrictions

P&DARCS CALENDAR FOR 2020 / 21

December 2020

12 (Sat) 7 pm - 7:30 pm [P&DARCS Christmas Zoom Drinks](#)

2021

March

6th to 8th Sandown Model Train & Hobby Expo

28th Monty Tyrell Event

NOTE :

All events and works for 2020 have been cancelled in line with current Covid restrictions

Christmas Zoom Drinks (BYO Drinks!)

As we've constantly been blocked by various government rules from gathering at the club, we can at least have a quick online get together. Christmas Zoom drinks is purely an opportunity to say a quick hello & Happy Christmas to each other. Members need a working webcam & microphone & will be broken into small random groups (of around 10 people). Duration will be 15-30 minutes.

An email with more details on how to join will be sent next week to members.



December 12th (Sat) 1:00 pm - 1:30 pm
P&DARCS Christmas Zoom Drinks

P&DARCS Newsletter
Pakenham & District Aircraft Radio Control Society

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