



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER FEBRUARY 2023



Prospective club members, Chris Huntingford, and his son Seth at our flying field on 23rd December, last year. Seth is keen and has begun competing in our F3A Sportsman class, both pilots are also Members of the Sale Club.

**Next Club Meeting, Saturday 4th February.
Starting 1 pm sharp at the flying field.**

BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

PO Box 131 MDC
Cranbourne 3977

Field Telephone Number:
(03)-59 98 8431

President

Keith Quigg 0448 749 865
president@pdarcs.com.au

Vice President

Neil Addicott 0417 551 943
vicepresident@pdarcs.com.au

Secretary

Ivan Chiselett 03 9898 4379
secretary@pdarcs.com.au

Treasurer

Peter Harris 0425 857 152
treasurer@pdarcs.com.au

Registrar

Steve Malcman 0410 464 186
registrar@pdarcs.com.au

Field Manager

Craig Fitzsimons 0409 161 544
fieldmanager@pdarcs.com.au

Editor

Frank McPherson 0438 530 818
editor@pdarcs.com.au

Webmaster

Daniel Jenkins 0412 445 509
webmaster@pdarcs.com.au

Safety Officer

Glen Cossor 0419 359 142
safety@pdarcs.com.au

Facilities Manager

Norm Morrish 0418 586 406
facilities@pdarcs.com.au

Social Officer

Vacant

Ordinary Members of the Committee

David Law 0411 605 550
dlaw@pdarcs.com.au

Phillip Singh 0411 704 085
psingh@pdarcs.com.au

Chief Flying Instructor

Keith Quigg 0448 749 865
cfi@pdarcs.com.au

Editorial Submissions to

editor@pdarcs.com.au

EDITOR'S BIT

HAPPY NEW YEAR AND SAFE FLYING



Frank McPherson Editor.

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NOTICES

SAFETY NOTES

You **MUST** call out loudly “**ON THE FIELD**” and receive a verbal “OK” from the pilots prior to walking onto the runways to retrieve your model.

Always announce your intention of landing by loudly calling “**LANDING**” and receive the verbal “OK” from other pilots prior to landing so that they are aware of your intentions.

Always announce your intention of taking off by announcing “**OK TO TAKE OFF**”, and receive “OK” from the pilots prior to taking off so that they can advise their intention.

SANDOWN MODEL EXPO

The club has been invited to provide a display at the Expo. We have attended in the past and it resulted in some new members but more importantly gave the club some positive PR. The club is looking at the possibility of participating but we will need members to assist with setting-up, manning and providing models for display for the four day event.

The Sandown Model Expo runs over the Labor Day weekend, March 11,12 & 13. Set up is on Friday the 10th and model collection is usually after 4pm on the Monday. It is intended to have shifts at manning the stand so you will not have to be there for all the days, but it depends on how many helpers we get.

If you are able to assist in any way please contact the Secretary, Ivan Chiselett, on secretary@pdarcs.com.au advising how you can assist.

Ivan Chiselett Secretary

PRESIDENT'S REPORT, January 2023

Hello everyone and welcome to our first newsletter for 2023.

The new flying year is off to a great start, with our Australia Day celebrations and luncheon being a huge success. The most pleasing part of the event was seeing us all at the flying field once again, with so many partners and family joining us in record numbers. Out of interest, a lot of members approached me at the field on the day with the suggestion that this becomes an annual event and I'll certainly take those suggestions to the committee. Frank will have a selection of photos and a bit more to say further into the newsletter. Once again, thanks to all involved in the event and to those that attended.

The use of an off-field catering company certainly meant that all our members could enjoy a day of flying or comradery without having to worry about spending many hours preparing meals for everyone and worse, the clean up afterwards. We will continue to look at these options for future events at the field. The club would like to thank and acknowledge Christie's Spit Roast for attending to our catering this year.

As everyone will be aware, our contractor has begun works on the much-needed carpark and driveway upgrades. As you expect, there will be a few disruptions to our normal operations at the field, but they will be minor. Please be aware of your surroundings as you are driving in and out of the facility as well as when parking. We anticipate this work will continue over the next few weeks. Once complete, I intend to continue using this contractor for more regular maintenance on these surfaces so that we are not faced with such a large bill in the future.

The additional work is also proceeding for the pump and pit in the western carpark and pits area, as well as an upgraded drainage basin on the eastern side. Both projects will help with water runoff from our field during times of heavy rain.

We are hoping to run a wings assessment day in the near future, to assist those members who might like some general flying tuition or extend their rating to the gold wings endorsement. If you have an interest in this, please email myself or the club registrar, Stevie Malcman so we can plan the day.

The online trial of the new renewal system has moved into live testing now and should be in place for our busy period following annual renewals. Daniel has also completed the purchase and set up of the EFT Square System for us. This will enable us to take EFT payments at the field during events and other times.

Finally, our next general meeting is to be held at the clubhouse on Saturday, February 4th with the usual BBQ being supplied. I hope to see as many of our members as possible attending the meeting.

That's it from me, over to the rest of the team now. All the best, and I hope to see everyone at the field soon.

Keith Quigg | AUS 22897
P&DARCS President 2022/2023

SECRETARY'S REPORT

January 18th 2023 Committee Meeting Summary

The club committee met on Wednesday night January 18th via Zoom.

Some of the items considered are noted below.

- Three new member applications received this month.
- Planning Committee gathering information.
- Works on car parks and driveway have commenced.
- Australia Day event finalized.
- Field Manager Craig and his team have the field and surroundings looking terrific. Lots of hard work by the team.
- Approved flying of David Law's giant model at the P&DARCS field.
- Alex Subotsch resigned from the committee. The committee thanked Alex for his services as Social Secretary during his time on the committee.
- Letters received from some election candidates because of the letters we sent re the flooding of our field.
- Received an invitation for the club to participate with a static display at the March Sandown Model Expo. It was agreed that we talk to the Vic Scale Group to see if they wanted to use the "display" as promotion for the Monty Tyrrell Scale Rally.
- Consideration of what to do with repairing the club house floor. This is being investigated but it was agreed that we allow a little extra time for the floor to dry before considering sanding it.
- Next General Meeting to be held at the field.

Ivan Chiselett Secretary

REGISTRAR'S REPORT - February 2023

Happy New Year all!, welcome to 2023!

To start of the new year, we have three new members joining our club. One of which is Seth Huntingford whom is 12 years old and enjoys flying F3A aerobatics.

It is great to see we have some younger members joining the club.

Please be sure to introduce yourselves if see them at the club and help make them feel welcome.

I look forward to catching up with you all at the field.

New Member Applications

New member applications this month:

Jack Clayton, Narre Warren South – Probationary member

Harrison Hoskins, Warragul – Probationary member

Seth Huntingford, Bunyip – Probationary member

Any objections to a 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 statistics

	Paid 22-23	Unpaid	Last Year
Associate	18	1	17
Full	110	2	108
Honorary	0	0	0
Junior	4	0	6
Life	3	0	3
Non-flying Full	0	0	0
Pensioner	14	1	16
Probationary	8	11	26
Prospective	3	0	3
Student	2	0	0
Spouse	1	0	1
TOTAL	164	15	180

Kind Regards,

Steve Malcman

P&DARCS Registrar

registrar@pdarcs.com.au

Mobile 0410 464 186

OUR AUSTRALIA DAY, CLUB GET TOGETHER

Some photos taken on the day from Frank McPherson.

Also refer to the President's Report on the Day



People arriving and chatting prior to the caterer arriving at the club.



More people arriving, a big attendance this year to kick off 2023.



A good roll up of models with lots of flying to entertain our Visitors,



Rob Zreczycki's nice Partenavia, P-68 fuselage rebuild, on display, very interesting.



Club President, Keith Quigg commencing his address and presentation of club awards.



Club member Don Klein presents Mellissa Law with her F4H Scale Championships Achievement Award, for her dedication to scale aeromodelling, and becoming the first female competitor in the 2022 Scale championships.



Club Vice-President, Neil Addicott presents David Law with his F4C scale championships achievement award, for his ongoing dedication to scale aeromodelling, both here and overseas, spanning several years.



Club President and CFI Keith Quigg, presents Bruce Clark with the inaugural CFI pilot achievement, sponsored by Austars Model. This award recognizes our members commitment to safe flying, as well as being confident in expanding their own abilities.



The caterer's set up in the Clubhouse awaiting our hungry members to sample.



Our Visitors and Members enjoying the luncheon under the hayshed.

CARPARKS AND DRIVEWAY REFURBISHMENT

Some photos of the works being carried out by Local Contractor Glenn Malcolm.

At the time of writing Glenn had completed preparation work on the Eastern car park and driveway, plus a trench in the Western car park to contain a drainage pipeline.



Making a start on the eastern carpark, Glenn's 13 tonne machine working close to the Hayshed.



East car park prepared, piles of scraped grass and soil in the background.



East carpark ready for adding crushed rock and topping.



Glenn dumping waste soil and grass on the high ground next to the dam past our western runway.



Starting work on profiling the driveway, with Glenn's big grader making easy work of it.



Cleaning up the edges of the driveway almost ready for adding crushed rock and topping.



Glenn's equipment, on site, tipper truck, grader, and excavator.



Trench in Western carpark, with Norm Morrish, our Facilities Manager inspecting the workings.



Glenn's trenching bucket plus the trench with the New pipeline laying in it. This bucket made short work of what would have been hours of work for us.



The new pipeline surfacing in the western pits area. The square is marked out for installation of a pit and electric pump, to help drain a troublesome wet area.



The other end of the pipeline, surfacing at one of our sprinklers water storage tanks. It will feed the pumped ground water into this tank.

The Story Behind the Membership Card Model

By Paul Van Tongeren



Paul's SubSonex model, on final approach

Back in 2018, I had been aeromodelling for seven years and was ready for my first jet turbine model. After all, who would not be inspired by the sound of a jet turbine at full throttle! Certainly not me.

My initial thoughts were to buy an ARF but that didn't get past the first gate. My sensibilities told me it had to be a scale model but most ARFs are models of fighter planes, much too fast for my first jet, particularly for landing. I then investigated kit builds from companies like Tony Nijhuis, but they didn't inspire me either.

So, I concluded that it had to be a scratch build. Why, you ask? Well, I figured that the harder I made this project, then the more that I would learn from it. After all I had never done a scratch build, never flown a jet and my biggest model to date was a 2m Blackhorse Trojan. I was prepared for failure but excited at the prospect of learning lots of new skills.

But what subject to model? One morning, I was watching The Flying Show on Channel 31 and there it was – Bob Carlton's yellow SubSonex flying at the 2017 Avalon Airshow. With the V-tail (technically a Y-tail) this was a very unique subject, and I was finally inspired. With good slow-speed characteristics for landing safely and a bright yellow paint job for good visibility this was going to be challenging but doable.

It had to be as big as possible but still transportable, so I measured the depth of the available space in my SUV to come up with a 40% scale model!

For \$10USD, I bought the official 3-view from Sonex Corporation, and I was on my way. Over the next three years some of the skills that I learnt included:

- Computer Aided Design (using Fusion 360 to make laser-cut ribs, formers, plates, jigs etc).
- Balsa sheeting and planking.
- Fibre glassing for the wings and fuselage.
- Plug and mould making for the fibreglass cowl.
- Automotive spray painting.
- Silver soldering.
- Plus all the systems and plumbing for a turbine engine.

Along the way I had plenty of advice and help from club members Greg Lepp, Phil Singh and Ken Madill, and for the all-important maiden flight, David Law.

The first maiden lasted two seconds before crashing back to earth, the second attempt was even shorter, with another round of repairs needed. The full-size aircraft is marked as "Experimental" but this was not going well! But persistence paid off and the third flight attempt was a success.

In hindsight, the reason for our difficulties was obvious. Bearing in mind that the turbine is mounted high above the chord line of the wing, at a take-off thrust of 100N the nose wants to pitch down significantly, during both the take-off roll and once airborne.

The way to avoid crashing back to earth is to maintain full up elevator during the climb out, and gradually returning the elevator to neutral while backing off the throttle as approaching circuit height.

The full size doesn't have this problem because Bob Carlton has over 1.5kms of tarmac runway with a 25% power-to-weight ratio while my model has a very un-scale power-to-weight ratio of 75% to quickly get off a grass runway.

However, full-size pilots do report that they have to be alert on the elevator when changing throttle settings while flying.

I made lots of mistakes along the way and probably could have reduced the all-up weight a little but I did learn lots of new skills during the project that will serve me well on my next one.

The sense of satisfaction when flying and landing my SubSonex for the first time was an absolute highlight of my time in this hobby.

And that sound !!!

From Our Flying Field





P&DARCS CALENDAR FOR 2023

February

- 04 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 15 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)
- 25 (Sat) [Classic & Vintage Day](#) Field Open: **Partial**
- 26 (Sun) [Roy Robertson](#) Field Open: **Partial**

March

- 04 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 22 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

April

- 01 (Sat) - 02 (Sun) [Monty Tyrrell Scale Rally](#) Field Open: **No**
- 01 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 19 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)
- 25 (Tue) 9:00 am - 1:00 pm [Anzac Day](#)

May

- 06 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 24 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

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June

- 03 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 21 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

July

- 01 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 19 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

August

- 05 (Sat) 1:00 pm - 3:00 pm [P&DARCS AGM](#)
- 23 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

September

- 02 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 20 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

October

- 07 (Sat) 1:00 pm - 3:00 pm [Club Meeting & Coop AGM](#)
- 18 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)
- 21 (Sat) 10:00 am - 3:00 pm [Spring Clean Working Bee](#) Field Open: **No**

November

- 04 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 07 (Tue) [Melbourne Cup Aero Tow](#)
- 11 (Sat) 2:00 pm - 4:00 pm [Mini Working Bee for Rally](#) Field Open: **No**
- 12 (Sun) [P&DARCS Scratch / Kit Built Scale Rally](#) Field Open: **No**
- 22 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

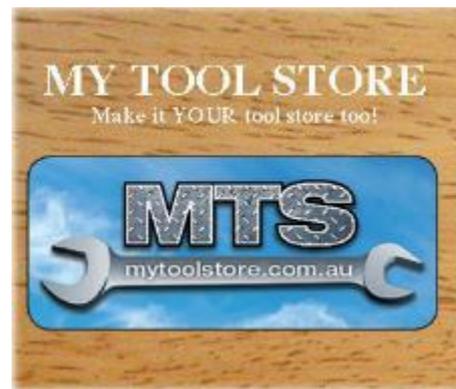
December

- 02 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
- 03 (Sun) 9:00 pm - 10:00 pm [VPA Pattern Event](#) Field Open: **Partial**



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**Next Club Meeting, Saturday 4th February.
Starting 1pm sharp at the flying field.**