



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER JUNE 2018



Roly Gauman's B25 Mitchell Bomber Takes out first place at the VMAA Trophy Fun Scale Event, for the second year in a row, cheer banners made by David Glossop, (Steve Malcman hamming it up) Supervised by the Team Captain Peter Harris

For more VMAA Trophy details and photos' go to Peter Harris's report on pages 6, 7 & 8

**Next Club meeting, Sunday 3rd June 2018
At Burley Field, 1pm start**

BURLEY FIELD

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www.pdarcs.com.au

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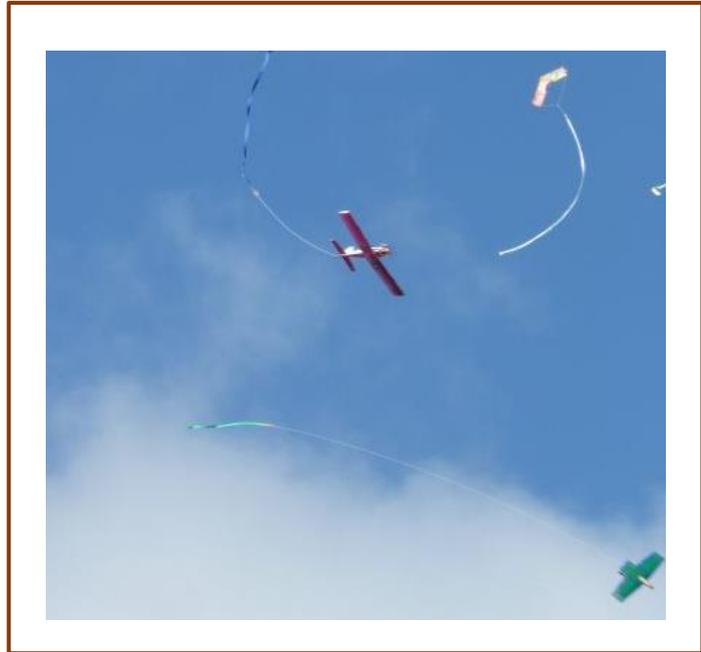
EDITOR'S BIT

The VMAA Trophy Event was a lot of fun for the competitors and spectators alike

The Events I enjoyed most were, Combat, Limbo, and Musical Landings

The "MUSIC" for the musical landings, was provided by the Club RVB factory workshop horn, quite a blast

Combat is really my favorite, here they are slogging it out, in a storm of models, trying to outdo each other, dunno' where the Coreflute model is ?



Frank McPherson Editor

WHAT'S ON At P&DARCS 2018

Look in the Club Calendar on page 15

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NOTICES

VISIT TO THE “OLD AEROPLANE COMPANY” TYABB AIRPORT

Don White has made arrangements for our Club Members to visit the Old Aeroplane Company on 27th May, the same itinerary as the visit there last year;

- 10 AM start
- Visit Jim Wickham’s Hanger to view aircraft
- Conducted tour of the Airport facilities
- After the visit, we invited to have a tasty BBQ lunch
- Booking is essential, please email events@pdarcs.com.au if you wish to attend

Don White Social Sec



Cargo & Freight Company Tyabb

The Club Committee are looking into buying a Defibrillator, that would be situated in the club house.

The cost is in the region of \$ 2,500

A number of members would need to be trained to use the defibrillator as there is no point in purchasing the equipment if no-one is trained and willing to use it.

If we can get sufficient members willing to be trained in using this equipment, the Committee will make a recommendation to the club members to proceed. This item will be discussed at next Club Meeting

Does anyone have a petrol powered post hole digger with 150mm auger that we could use next Saturday at P&DARCS to put in some posts for some new leaning rails?

If so, please contact Paul Somerville on 0448 371 231

PRESIDENT'S REPORT

Another month of events and success with the running of the VMAA Trophy.

P&DARCS once again took the trophy for the third successive year. Congratulations to Peter Harris and the team. Full report and results are in this newsletter.

Another significant event was the Anzac Day Tribute by the club. This was commemorated by Darryl Slade with Veterans Peter Anderson and Peter Harrison lowering the flag. It was fantastic to see the number of members who brought along their warbirds for a static display and the number of visitors who attended.

The Pakenham and District Gazette published an article covering the event. All agreed that we will add this to our club calendar, see the article reprinted on page 9

3 of our members are preparing for the Scale World Championships in Switzerland in July.

Here they are with their winning (we hope) Scale models, L to R, Noel Whitehead, Dave Law and Greg Lepp. We wish each of them the best of luck.



Alan Foley President

SECRETARY

Meeting Opened: 1302 hrs

Members Present: 30

Apologies: N Morrish, R, Gaumann

Visitors: Nil

New Member Nil

Minutes of previous Meeting: Motion that the minutes of meeting of the previous be accepted Moved W, Reynolds, Seconded; D, White, Carried

Business Arising: Nil.

Reports:

President:

- Congratulated Peter and the VMAA team for their great effort in winning the VMAA Trophy once again. This is our third win in a row.
- Club Anzac commemoration went very well, and President submitted an article and photo to local paper which was subsequently published in the Pakenham Gazette. He passed on a big thankyou to Darryl Slade for conducting the ceremony with assistance from Peter Harrison and Peter Anderson.
- Congratulated club members Steve and Ashley for placing 1st and 2nd in IMAC comp at the Australian Nationals.
- Mentioned the new working with children rules and that we are asking the VMAA for a legal clarification/opinion.

Secretary:

Corro out:

- Response to member enquiry

Corro In

- VMAA Minutes
- New Member enquiry
- Event notification from Westernport club.
- Request for IMAC event to be run at P&DARCS

Treasurer:

The Treasurer provided report on club finances. On track to be on budget this year. He will present budget for 2018/2019 year at next Club meeting in June.

Registrar:

- Renewals will be issued next week
- Reminded members that there is no period of grace for payment. If not renewed by the 30th June, then you will have no insurance and so cannot fly.
- Registrar explained the list of members being offered upgrades in last newsletter. These are current provisional members that are now being offered upgrade to Full Members.

Facilities

- Toilet Roof needs checking as it seems to be flapping on the windy days.

Field

- Mower has been serviced

Safety

Nothing to report.

Editor

- Newsletter out. Nothing to report

Webmaster:

- SMS Alert system now operating well.

Social

- Visit to Tyabb airfield booked for 27th May 10am start. BBQ lunch at 12pm then visit to Wickhams hangar and a Corsair restoration.

Club Captain

P&DARCS won the trophy for the third year in a row. Was very pleased with the support for non-competing members who forms a cheer squad complete with Pom Poms supplied by Dave Glossop.

General Business

Steve Malcman Described the IMAC event he was proposing we allow. It is a fly and try event aimed at getting people interested in flying at IMAC events. The day will include flight demos and info sessions and explanation of all the classes available to fly in. All levels of modeller welcome.

See the main notice for this Event on page 10

Fred Webb advised that Derek Trussler has assembled a totally 3D printed model.

Mark Smith expressed concern that we shouldn't run to many events at the club. Committee advised that they are very conscious of not over booking and pointed out that we had actually declined a number of event requests this year and where possible we do not fully close the field for the smaller special interest group events. We are also conscious that disciplines we do allow are those that we know our club members practice.

Meeting Closed 1423 hrs

David Walsh Secretary

REGISTRAR

Registrars Report – June 2018

New Member Application

- *Brendan Elliot, Harkaway – Probationary Member*
- *Ken Madill, Mulgrave – Probationary Member*
- *Ivan Bellamy, Warragul - Probationary*

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.

IT'S MEMBERSHIP RENEWAL TIME!

Well here we are again! The membership mailout will take place in June.

- Renewal forms will be printed once we know the MAAA rates for next year.
- Renewal documentation will be posted to the address I currently have on file. There have been many reminders about ensuring that I have the correct address for you and now is too late to change it.
- If you pay by EFT through your bank please attach a copy of the receipt to your membership form and include your name in the bank transfer information. Otherwise you may not receive your membership card as Peter attempts to match the payments.
- Remember you may also pay by PayPal through the club website.
- Your card will NOT appear overnight – it takes a few days for Peter to process the renewals then pass them on to me.
- If we have not received your renewal by 30 June then you are not insured.

Awards

Congratulations to Craig Fitsimmons on being awarded his SILVER WINGS (p)

Membership status

These figures only include forms received by the Registrar

	Paid 2017/18	Unpaid	Last Year
Full	94	6	96
Associate	8	6	10
Junior	4	1	3
Life	3		3
Pensioner	24	1	26
Probationary	19		13
Prospective	4		
Student	1		
Spouse	1		1
Honorary	0	2	2

Total **158** **16*** **154**

* includes 7 resigned

VMAA Trophy



David Chivers Rolly Gaumann Alan Foley Glenn Orchard
 Cliff McIver Peter Harris Rameesha De Silva Chris Caulcutt Norm Morrish
 Missing in Action Steve Malcman

Glorious weather for the event culminated in a glorious victory, only marred by the disappearance of the Trophy from the clubroom just a couple weeks before the competition. The team with five new members and the support of many members as mechanics, assistants and supporters showed the club off in good light. The win was the result of considerable preparation, dedication and practice. Every member of our team won a place in each of their individual events, a very commendable effort. We ended up with two 1sts. six 2nds and two 3rds. Even with this result we only won by 2 points. As usual the win could only be claimed after the last event of the weekend.

Helicopter Rameesha DeSilva 2nd

A very commendable effort, improving with each flight. Finally got 1.5 seconds from the maximum score in his last flight.

Combat Chris Caulcutt 3rd

Chris was flying one of Frank's coreflute models and was at a disadvantage as a result of being out gunned by a number of faster models. No cuts or mid-air's this year but gained his place with flight time.

Scale Aerobatics Cliff McIver 2nd

Cliff flew his MX3 Redbull with 30cc Petrol Engine. This year his scoring was down on the known schedule compared to his usual standard but he picked up on the Freestyle flight to take out second place. He tends to fly positioned manoeuvres that are centered rather than three D type flying. It's his Freestyle flying that usually wins him first place at this even

Bomb Drop Alan Foley 2nd



Filling in at the last minute and only one day of practice Alan Foley made three scoring bomb drops with the help of his assistant and caller Daniel Jenkins. The scoring circles were doubled in size this year resulting in more competitors dropping their bombs in the scoring zone.



Alan Foley's RAINBOY with bomb drop mechanism supplied by Ivan Chiselett

Thermal Glider Steve Malcman 3rd

Steve Malcman in deep concentration overseen by his father Danny whose glider he was flying called a "FIRST". The event was well fought and very even until the last heat. Steve just missed a very light thermal at a crucial point that two other pilots caught and that cost him his usual first place in the contest.



Fun scale Roly Gaumann 1st

Good consistent flying giving two consecutive wins in fun scale. Photo of Roly's B25 is published on the front page of this newsletter.

Electric Glider Glenn Orchard 2nd



Glenn's first attempt in this event and beaten only by a model with considerably greater climb capability. He showed great skill spot landing at the required time. Don't be surprised if he comes with a more competitive power combination next year



Glenn's model approaching the designated landing area signified by the 14m rope laid along the ground.

Fun Fly(Loops & Rolls) Cliff McIver 2nd

Cliff flew his modified Smith Special three D sports model in the event. This reintroduced fun fly was fast and furious. The rolls were so fast I couldn't count them with total certainty. Having incorrectly published sequences didn't help. The photo shows me going over the sequence with Cliff prior to the event. Cliff and Mick Gunn from Latrobe Valley were the most competitive in this contest and there wasn't much between them.

Incidentally Cliff has been a great exponent of the VMAA/ Futaba Trophy since it started in the mid seventies. He has competed in nearly every one of these events since its inception. Over the years he has represented at least three different clubs and has represented P&DARCS since he joined our club.

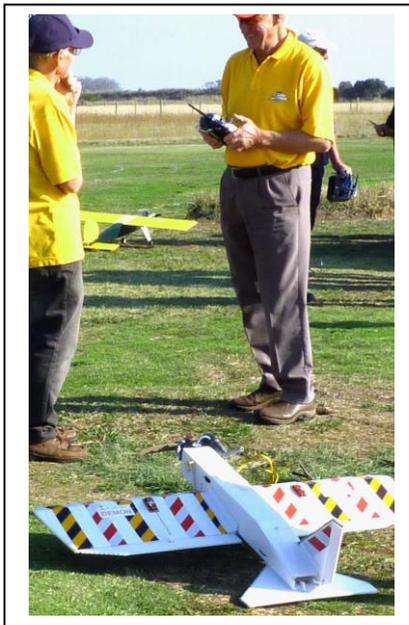


Sports Limbo David Chivers 1st

Flying consistently and scoring double points, flying inverted under the limbo, won the event. Not a bad result considering the last three rounds were completed with one wing being 130mm shorter after an altercation with the limbo pole. Also a cut in the limbo tape, fortunately late in the round with a decent score already recorded. As seen in the photo that tape doesn't cut very easily, it took considerable unraveling. The plane has been repaired and is ready for next year



Musical Landings Norm Morrish 2nd



Flying "Brutus", one of Frank's corflute models. Norm selected this model from the pack as it is a good ½ kg heavier than the others, giving it a faster decent rate. After each round we needed to increase elevated throw in an endeavor to have some attempt to flare on landing with the steep and fast landing approach being used to be competitive. Yes Norm likes to win! Needless to say the undercarriage took some pounding. Norm fought his way into the last heat only to be beaten by about a 1/10 of a second in the final dual and the plane lives to fight another day.



THE JUDGING PANEL

Andrew Smallridge, David Chivers and Ivan Chiselett taking a break between rounds.

A special thank to everyone that helped to make this such a special event.

In particular thanks to: -

Frank McPherson for the construction of four coreflute models and to Chris Caulcutt for fitting out two of the models and all the members that donated parts.

All the Competitors and helpers / mechanics

All the members that supported the team over the weekend. In particular David Glossop for once again coordinating the cheer team.

And to the VMAA Committee especially Joe for coordinating and running the event.

Peter Harris
VMAA Team Captain

A model tribute to Anzacs

Fresh from its third consecutive victory in the VMAA Championships on the weekend of 21-22 April, the Pakenham and District Aircraft Radio Control Society (P&DARCS) initiated an Anzac Day Service for members of the club at their Burley Field in Cardinia on 25 April.

The formal ceremony was conducted by club member, Lieutenant Colonel Darryl Slade (Retired) and commenced with John Williamson's song "Diggers of the Anzac" as 50 members assembled in front of the Australian flag and a display of model warbirds.

Lieutenant Colonel Slade spoke of his distinguished military career before the Last Post sounded and veterans Peter Harrison and Peter Anderson lowered the flag to half-mast. A minute's silence preceded the Rouse and the raising of the flag to masthead. All joined in the National Anthem followed by the Ode to the Fallen.

The ritual concluded with Lieutenant Colonel Slade's acknowledgement of the role

played by women in all conflicts and his personal concern for young Veterans suffering from PTSD.

Morning tea with Anzac biscuits followed as veterans, members and guests gathered to exchange their stories.

"We appreciated the opportunity to commemorate the Australian servicemen and women who have served Australia for more than a century," club president Alan Foley said. "Darryl brought honour and dignity to our personal ceremony in recognition of their sacrifice. It was a highlight which will undoubtedly become a permanent fixture on our events calendar."

P&DARCS is a radio controlled model aircraft club which is situated on 102 acres at Cardinia and recently celebrated its 50th anniversary.

On the weekend of 21-22 April 2018, its team of 10 members won the coveted Victorian Model Aeronautical Association Trophy for the third consecutive year.



The service is conducted by Lieutenant Colonel Darryl Slade (Retired).

IMAC Come and Try Day



Presented By: ASAA
Supported by VMAA and P&DARCS



Have you ever wondered what IMAC was all about?

Do you want to improve your flying skills and have fun doing it?

You don't have to be a super experienced R/C pilot and no other R/C activity will improve your flying skills as quickly as precision aerobatics.

The aim of this day is to introduce you to what IMAC (Scale Aerobatics) is all about.
We will have experienced pilots available to help you.

We will explain the current 2018 Basic IMAC sequence and fly it with the guidance of an experienced IMAC pilot.

There is no need for large IMAC planes. Any sports plane will do the Basic IMAC sequence.

What we will Cover:

*What is IMAC (Scale Aerobatics)
How to get started
Plane Setup
Flying Practice.*

Where:

Pakenham & District Aircraft Radio Control Society

30 Fowler Rd, Cardinia 3978

www.pdarcs.com.au

When:

Sunday 15th July 9am Start

Sausage Sizzle Lunch included

If you are interested in coming please register with:

Michael Andrysik (ASAA Vic State Rep)

Email: mandrysi@bigpond.net.au

Mobile: 0413 122 035

Steve Malcman (P&DARCS Member)

Email: smalcman@bigpond.com

Mobile: 0410 464 186

or

Tates RC World Trophy, Twin Cities Club

Report by the VPA Comms Team.

Victorian Precision Aerobatics – April 2018

This weekend was one of those moments that come rarely. This year the Tates RC World Trophy was run at the Twin Cities Model Aircraft Club in Albury and the conditions could not have been any better. With an average temperature of about 27 degrees and close to no wind at all, the sunscreen was out in force and the tents and umbrellas were calmly sitting under the sun.



A total of 21 pilots made their way to the very hospitable Albury and spent a wonderful weekend amongst friends. As usual, we were all made to feel very welcome and well looked after – including the ladies who joined us.

With the new schedules well practiced by most, the scores are starting to rise accordingly. It was very satisfying to see all F3A pilots achieve a retainer! Likewise, a few promo points were also floating around.

Highlights from the weekend include Geoff Healey achieving a PB in F3A wowing the crowd. All that practice is starting to reflect on the scores significantly. Well done! Chris Henry also put in some stunning flights and some very tidy manoeuvres. Dennis actually scored a couple of tens (yes, you heard it: 10's!!!) on a couple of manoeuvres. And Don Klein stared down adversity to get within 0.5 points of a promotion from Sportsman in his first competition. It was also great to have Scott Kay up from Tassy and Phil Spence down from Canberra



On the flip side, a few of us were also wowing the crowd but more due to either creativity or daredevilness!

- Mario arrived on Friday at dusk and wanted a practice flight. He very soon found out that the light level was a lot lower than he had thought. After his take-off he realised he could not see the model at all but still somehow managed to miraculously land and spare the MythoS!
- David G had similar issues on Friday with a model that was fine on Thursday in Melbourne, but suddenly decided to climb rather steeply on Friday. Seems that leaning the right elevator on the back of the passenger seat for the 350km drive does bad things to the splines on a nylon servo horn on a metal gear servo . . .
- Henry was having a few issues with the figure ET insisting on rolling way too close to the ground and then spending a few milliseconds deciding whether to push or pull. He got it right but not before pooping his pants!
- Geoff Healey's figure 9 had a few of us on standby. He lost the model at the top and then made a series of corrections that meant the model flew back into legal air space perpendicular to the flight line. Some good rudder work to get back on track for the humpty bump.



I (Fernando) had a struggle with the knife edge. Either not enough air speed or unsynchronised corrections meant that the entry and the exit (as well as the knife edge bit) looked more like a Chinese dragon flying across the sky. Very embarrassing! Might be some link between being just too relaxed from the day time nap he enjoyed. Thanks Henry for taking this memorable photo and posting it on Facebook for the world!



Don flew in his first competition and all in all did very well. The skill is definitely there. A rude awakening for Don was the fact that the competition is not only about knowing how to fly a manoeuvre but also about controlling the nerves! Listening to the caller also helps a lot and goes a long way towards avoiding zeroes. So "loop, Immelmann turn, outside loop" does not mean "loop, half Cuban eight, stall turn!". To be fair to Don, his Beryll connected with mother earth on Thursday before the competition and he almost pulled out. With a bit of convincing by his P&DARCs colleagues he was persuaded to head north with his recently acquired Pegasus – that he had not flown. But it was ex Geoff Healey and came with transmitter settings from Geoff. 'Maiden' on Friday went well!

And on a lighter note, the accommodation complaints moved on from room mates' snoring habits to the dog convention that was in town. At the Classic there were literally more dogs in the room (and cars) than people. And the cacophony at around 6am when they started hearing people moving around had to be heard to be believed. If you want some entertainment then ask Ted Knowles about his interaction with the lady who left two yappy dogs in her car overnight outside his room!

In terms of results, Dennis took out F3A followed very closely by Russell; John Brann took out Expert with Chris Henry right on his heels; local wonder Warren Leach took out Advanced kicking everybody's rear end; and Mario was the outright winner in Sportsman.

Well done to all those pilots that came along. Thank you to Henry for his organisation and Artur for ongoing help with the scoring system. For those that didn't plan properly and missed out, let's hope you've made your hotel bookings and entered the Victorian State Championship that is scheduled for May 19 and 20 in Bendigo. And good luck to Henry, Scott and Russell who are heading further north to the Nationals next weekend.

Safe Flying and we hope to see you soon at one of our regularly scheduled competitions!

VPA Comms Team.

70TH NATIONALS AT WEST WYALONG, NSW

Report by Steve' Malcman

This was the third MAAA national's event that I have entered into, with the first two being in F3C Helicopter, although this time I entered in IMAC (Scale Aerobatics). As Ash was also with me, this was in fact his very first Nationals competition.

The IMAC event was held over the weekend of 28th and 29th April, so we headed up very early Friday morning. The drive up to West Wyalong was a little under 7 hours when including fuel and rest stops. As soon as we were approaching the Victorian border, leaving the early (Melbourne) fog behind us, the sun shone through with clear blue skies. We knew we were headed for a great weekend of fine weather.

Upon our arrival into West Wyalong, the first destination was the local basketball stadium to formally register and collect our goodies bags. Immediately after we checked out the airport, being that the IMAC, Pylon, Control Line and F3A (Pattern) events were being run at the West Wyalong Airport. For the IMAC event we were located at the Eastern End (Gate B) of the tarmac runway, with the Pattern (F3A) boys at the other Western end and the pylon boys almost directly behind us, operating from the dirt strip. Control Line was operated beside the airport terminal.

We had a total of 27 entries registered for the IMAC events with 4 in Basic, 10 in Sportsman, 6 in Intermediate, 2 in Advanced, and 5 in Unlimited. This includes 3 competitors who travelled all the way from Western Australia. Talk about commitment to our sport.

Saturday - Day 1.

Due to the large numbers of entries, the pilot briefings were held at 7:30am each morning, with the first plane taking to the air at 8:00am. The ASAA had prior permission with the Nationals organisers for the earlier start. The main reason was for the large number of entries, as without daylight savings we had a very tight timeframe to get through all the rounds.

Ash and I were competing in the Sportsman class with 8 other competitors to contend with.

The excellent weather (clear skies and very light winds), allowed for two "Known" rounds and a single "Unknown" round in each of the classes.

The Unknown round is a single sequence of manoeuvres that are chosen by the IMAC international organisation and are handed out to competitors on the day of the competition. All classes (excluding Basic) fly a round of the Unknown sequence. How it works is each competitor is not allowed to have flown or practiced the "Unknown" sequence beforehand, although they are allowed to learn the sequence using their own Miniature Stick Plane in a very short window of time (usually within 2 to 3 hours). The other important factor here is not only the competitor having to learning the new sequence but also their caller. The caller is responsible for providing the necessary instructions to correctly execute the manoeuvres, without fault.

Each of us flew our unknown sequence and managed to get through them without zeroing any of the manoeuvres. We were off to a good start, although at the completion of Ash's last "Known" sequence and whilst in the landing circuit, his DLE 55 engine quit. The propeller was windmilling on the glide down, which was not a very good sign at all. Upon inspection after landing his Yak 55, it was discovered that the piston ring had broken in two pieces (thankfully at low throttle), which caused the motor to stall due to loss of compression. Unfortunately a new ring could not be sourced among our friendly competitors, so it was decided that Ash would fly my Extra 330SC for his final round the next day.

At the conclusion of the days flying we checked the score tally and we were happy to see that Ash was in third position and I was in First.

Sunday Day 2.

Again, we had almost perfect weather with a slight breeze that changed direction around lunchtime.

70TH NATIONALS AT WEST WYALONG, NSW

Ash flew my Extra 330SC and put in a good flight considering he prefers to fly his own models. Also I might add that my transmitter has slightly longer sticks than his transmitter.

The flying was finished by early afternoon to allow for the formality of presentations for each of the classes.

Ash came through with a 2nd place and I placed 1st, which is an excellent result, considering this was Ash's first MAAA nationals. Also that Ash was able to fly my plane and move up a position on his final flight, was astounding.

The awards presentation was quite formal with the 1st, 2nd and 3rd MAAA Nationals medallions being presented by MAAA President Neil Tank and visiting AMA (Academy of Model Aeronautics) President Rich Hanson.

Separate from Ash and I flying in IMAC, another P&DARCS member Rameesha De Silva competed in the Helicopter F3C event flying in the advanced class. This was Ramee's first Nationals also and he came away with 1st Place. Congratulations and Well Done Ramee!

Although the MAAA Nationals may not be for everyone, it should be noted that there are many events that can be entered. I look forward to seeing more P&DARCS members entering this event in future.

Hope to see some of you at the IMAC Come and Try Day on the 15th July!

Safe Landings!

Stevie Malcman

AUS 41299

P&DARCS CALENDAR FOR 2018

May 2018

- 05 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 17 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)
- 20 (Sun) [VFSAA Sports Scale](#) Field Open: **Partial**
- 27 (Sun) 10:00 am - 3:00 pm [Visit to Old Aeroplane Company, Tyabb](#)

June 2018

- 03 (Sun) 1:00 pm - 2:30 pm [Club Meeting](#)
- 21 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

July 2018

- 07 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 15 (Sun) 9:00 am - 3:00 pm [IMAC Come and Try Day](#) Field Open: **Partial**
- 19 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

August 2018

- 05 (Sun) 1:00 pm - 2:30 pm [Club Meeting & AGM](#)
- 16 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

September 2018

- 01 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 20 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

October 2018

- 07 (Sun) 1:00 pm - 2:30 pm [Club Meeting & Coop AGM](#)
- 18 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)
- 20 (Sat) [Twi-Fly](#)
- 27 (Sat) [Spring Clean & Working Bee](#) Field Open: **Partial**

November 2018

- 03 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 06 (Tue) [Melbourne Cup Aero Tow](#) Field Open: **Partial**
- 11 (Sun) [P&DARCS Scratch / Kit Built Scale Rally](#) Field Open: **No**
- 15 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

December 2018

- 01 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 02 (Sun) [VPA Pattern](#) Field Open: **No**
- 08 (Sat) [P&DARCS Christmas Dinner & Twi-Fly](#)

P&DARCS Calendar can now be viewed online at www.pdarcs.com.au/calendar

The logo for SC Models features the letters 'SC' in large, red, bold font above a blue silhouette of a fighter jet. Below the jet, the word 'models' is written in a blue, lowercase, sans-serif font.

Kevin Chiselet 0409-425-312
kevin@scmodels.com.au

Andrew Smallridge 0417378753
andrew@scmodels.com.au
www.scmodels.com.au

Quality at the Right Price

The Motorfly logo consists of the word 'Motorfly' in a blue, italicized font with a white outline, set against a dark blue background with a white swoosh.The Dura-GRIT logo features the text 'Dura-GRIT' in a bold, black font with a white outline, next to a yellow gear icon.The logo for Dragon R.C. features a red dragon head in a circle on the left. To its right, there are images of various RC models including a quadcopter, a biplane, and a car.

www.dragonrc.com.au
Dragon R.C
Dragonrc.com.au

The logo for Addies Hobbies features the text 'Addies HOBBIES' in a stylized font, with 'RC world of fun' below it. To the right is a logo with the letters 'AH' and a propeller.

641A Nepean Hwy Carrum 3197 Victoria
03 9773 3955 addieshobbies.com.au

A row of small icons representing different RC models: a quadcopter, a car, a biplane, a helicopter, and a truck.

AIRCRAFT BOATS KITES HELIS CAR!

The logo for My Tool Store features the text 'MY TOOL STORE' in a serif font, with 'Make it YOUR tool store too!' below it. Below this is a blue banner with 'MTS' in large, metallic letters and 'mytoolstore.com.au' below it, flanked by two wrenches.

MY TOOL STORE
Make it YOUR tool store too!

MTS
mytoolstore.com.au

**Next Club meeting Sunday 3rd June 2018
At Burley Field, 1pm start**

P&DARCS Newsletter
Pakenham & District Aircraft Radio Control Society

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