



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER SEPTEMBER 2026



A trip down memory lane with Simon Ventevogel. Pilot Brand Pitts Special

Next Club Meeting Sep 23 (Wed) 7.30 - 9.30 pm

Committee Members:

President: Keith Quigg

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Field Coordinator: Chris Eeles

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Useful Links:

P&DARCS [Homepage](#)

P&DARCS [Calendar](#)

CP&DARCS Club Rules and Safety
[documents](#)

Upcoming Events:

30 Aug

[60th Anniversary Celebration Lunch](#)

30 Aug (Sun) 12:00 pm - 4:00 pm

31 Aug

[P&DARCS 60th Anniversary](#)

31 Aug (Mon)

23 Sep

[Committee Meeting](#)

23 Sep (Wed) 7:30 pm - 9:30 pm

Oct 7

[Committee Meeting & Coop AGM](#)

7 Oct (Wed) 7:30 pm - 9:30 pm

KEEP OUR CLUBHOUSE CLEAN

- **YOU USE IT.**

- **YOU CLEAN IT.**

- **YOU PUT IT AWAY.**

**Nothing is to be left on the tables,
in the sink or on
the benches. Chairs to be stacked
up once you have
finished.**

Editor's Report

Thanks again to Alex who is continuing to send his fabulous stories which are always eagerly looked forward to. This month he has sent in two articles and the latter is quite serious. What DID happen to instruction manuals!

P&DARCS 60th Anniversary approaches and there will be a luncheon to celebrate this wonderful milestone. Registration is now closed .and we look forward to enjoying the day together.

I was furtling through some old photographs and have submitted a few taken many years ago for your perusal. I would love you all to hunt through yours and send in some additional old photos.

Cheers

Liz

WANTED - Articles for Newsletter

How to, event reports, product reviews, what's on your bench, photos from your flying

Please send content to Liz at editor@pdarcs.com.au

CLASSIFIEDS

Is there any RC related gear you'd like to buy, swap or sell?

Contact Liz at editor@pdarcs.com.au for inclusion in Newsletter

President's Report

P&DARCS 2026/2027 Committee Appointments

With the AGM now behind us, and the first meeting of the 2026/2027 Committee completed, I am pleased to announce the makeup of your P&DARCS Committee and supporting appointments for the year ahead.

Welcome to Chris Eeles

We are very pleased to welcome Chris Eeles to the P&DARCS Committee as a General Committee Member, with Chris also taking on the important role of Field Coordinator.

Chris will work closely with our field team to ensure that mowing and general field maintenance are carefully monitored and coordinated. He will also assist our Facilities Manager, Norm Morrish, with the ongoing management of the Club's assets.

Our runways and flying field are among P&DARCS' most important assets, and their condition has a direct impact on virtually every member who flies at Cardinia. Maintaining them to the highest practical standard requires planning, coordination and a considerable amount of volunteer effort.

Thank you, Chris, for offering your time and experience to P&DARCS. On behalf of the Committee and our entire membership, I sincerely appreciate your willingness to take on this responsibility and contribute to the continued development of our Club.

Thank You, Melissa Law

At the same time, Melissa Law has decided to step away from Committee and working group responsibilities for the time being and enjoy some very well-earned time with her family.

Melissa has contributed enormously to P&DARCS over a number of years, generously giving her time and support to the Club and its activities. Her contribution to aeromodelling, however, extends well beyond P&DARCS.

Melissa has also been a significant influence behind Australia's highly successful F4 Scale World Championship Teams, providing tremendous support and commitment to our Australian competitors on the international stage.

It was therefore particularly fitting to see Melissa's contribution recognised at the 2026 F4 Scale World Championships in the United Kingdom, where she was honoured with the prestigious Brian Taylor Trophy.

Congratulations, Mel, on this thoroughly deserved recognition, and thank you for everything you have contributed to P&DARCS and to Australian scale aeromodelling. It has been our pleasure to have you as part of our Committee and working groups, and we hope you now enjoy some valuable time with your family.

Your 2026/2027 P&DARCS Team

The Committee and supporting appointments for 2026/2027 are:

- **Keith Quigg** — President
- **David Law** — Vice President
- **David Gibbs** — Club Secretary
- **Peter Harris** — Treasurer
- **Simon Ventevogel** — Registrar
- **Daniel Jenkins** — IT Manager
- **Norm Morrish** — Facilities Manager
- **Keith Quigg** — Chief Flying Instructor
- **Liz Ventevogel** — Newsletter Editor
- **John Van De Waterbeemd** — Special Interest Group Coordinator
- **Phil Singh** — General Committee Member
- **Chris Eeles** — General Committee Member & Field Coordinator
- **David Walsh** — Secretary, Darcsfield Cooperative

I thank every member of the team for volunteering their time and expertise. A successful club such as P&DARCS depends heavily upon members who are prepared to step forward, accept responsibility and work together for the benefit of the entire membership.

Additionally, I would like to acknowledge our good friend Mr Don Klein and his tireless efforts to bring together our 60th Anniversary Luncheon which is next Sunday. Despite being hospitalised for this period; Don has continued moving forward to ensure we have an outstanding day planned for this effort.

Don, you are indeed a superstar!

We have another important and exciting year ahead of us, and I look forward to working with the Committee and our members as we continue to Advance Aeromodelling at P&DARCS.

Keith Quigg

President

P&DARCS

Welcome Chris Eeles, our newly appointed Field Coordinator!



A Generous Donation to Support Pilot Development

P&DARCS extends its sincere thanks to our valued club member Gordon Trotter for his generous donation of a **Seagull Models Kwik Fly** pattern aircraft to the Club.

In conjunction with **the Victorian Pattern Association (VPA)**, the Kwik Fly will complement our existing trainer fleet and provide P&DARCS members with an excellent opportunity to experience an introduction to **precision aerobatics and F3A manoeuvres**.

Importantly, the model will also provide a valuable stepping stone for pilots looking to further develop their flying skills and work towards achieving their **Gold Wings endorsement**.

P&DARCS is extremely grateful to **Gordon Trotter** for making the aircraft available and to **Chris Eeles from the VPA** for his support in bringing this initiative together.

This is another excellent example of the benefits that come from the strong partnerships P&DARCS continues to develop with the many **Special Interest Groups** within aeromodelling. These relationships provide our members with opportunities to experience different disciplines, develop new skills and take the next step in their aeromodelling journey.

Thank you, Gordon and Chris, for your generous support of P&DARCS and its members.



2026 World Scale F4 at **Buckminster U.K**

Here are some of the results for the 2026 scale F4 world champs in Buckminster UK.

F4C 38 pilots:

1st Marc Levy FRA
2nd David Law AUS
3rd Jan Doubrava CZE

F4C team:

1st FRA
2nd CZE
3rd GER

F4H 50 Pilots

1st Reto Senn SUI
2nd Vladimir Rynes CZE
3rd Gianluca De Marchi SMR
11th Peter Goff AUS
16th Melissa Law AUS winner of the female class and the Brian Taylor perpetual trophy for best scoring female across all classes.
28th Gregg Lepp AUS

F4H team:

1st CZE
2nd FRA
3rd SUI

F4B

1st Mick Mc Henry USA

2nd Vaclav Stastny CZE

3rd Peter Bauer USA

F4B Team :

1st CZE

2nd USA

3rd POL















DOWN MEMORY LANE



**John Wessel
Paul Dewar
Barry Hendy
Nick Csabafy
Simon Ventevogel
Robert Barbuto**

**Simon Ventevogel
Ian McDonald
Robert Barbuto**



**Simon Ventevogel
Mike Farnan**



Simon Ventevogel and Ian Anderson



Robert Barbuto and Ian Anderson



Simon Ventevogel, Robert Barbuto, John Wessel



Simon Ventevogel with his Hawk Propellor Jet



Simon's first proper helicopter - Schluter Heli=Boy



Simon Ventevogel with Inverted Schluter Champion



Simon Ventevogel with a modified Heli-Boy. He started making his own canopies because he had smashed so many!

Spotlight

Frank McPherson

* I was born in 1944, at Elsternwick Victoria, lived at South Caulfield, Dromana, Mordialloc, Keysborough, Langwarrin, and most recently at Skye.
I served an Apprenticeship as an Electrician, worked in industry, entered the TAFE system as an Electrical Trades Teacher, until retirement.

* I enjoy social Ballroom Dancing with my partner Rose.

* I entered Aeromodelling flying Control Line at Knox Model Aircraft Club, KMAC, in around 1997.

* I joined P&DARCS in 2007. So I have been with our great Club for 19 years, I have been involved with, Mowing, Coop, Editor, and general work around the Club.

* At P&DARCS, I mainly enjoy flying electric powered old style fun fly models, I also dabble in ARF scale, Nite flying, some oddball models, and recently, Control Line at our new Control Line Facility.

* I use Spectrum R.C gear, I currently fly with a DX9, and have a DX7.

* I have not been involved in Competitions, I am usually running around taking photos, and helping out .

* The models I am flying with at the moment are:

3 general fun fly models, mainly David Glossop's cast offs.

Two ARF scale models, Phoenix, Westland Lysander, & Phoenix Stuka.

Two electric gliders, Newtimer, and Solius.

One Foamy Slywalker wreck, I use to tow streamer s, for streamer cutting.

Oddball models, Robbe, Skyflex (flying tent), Boomerang 60 Modified for nite flying, and to drop an Iron Man with parachute.

Banner Towing, a vastly overpowered Boomerang 60 towing a 5M long banner, Welcome To P&DARCS.

3 Control line models, glow motor powered, with R.C throttle control.

That's about it.



An Early photo, holding a Control Line Stunt model at KMA



A current photo, holding a David Glossop fun fly at home.

LETTERS FROM AFAR – THIS IS ALEX CALLING

Part 1: Letters From Afar – A Surprising Observation

G'day folks,
Hello to all from sunny / windy / wet / warm / calm Queensland.

We've all heard the cliches, such as "The other man's grass is always greener." "You don't appreciate what you've got until it's gone." There's others along the same lines, but I just can't think of them at the moment.
Well

When you are out at the main runway, OR the east OR the west, what do you see?
Grass
Fence
Cows
Flies
There's that dam over there if you're on the east runway
There's that water tank and dam over there to the right if you're on the west
What don't you see?
Trees.

With the exception of one foray to another club during the last floods at P&DARCS, that is the only field I have ever flown at. So, it has come as quite a surprise to me to learn that other fields don't necessarily have 100 acres of uninterrupted grass, with the occasional fence and the occasional stropky bull. They have roads and houses and lines of tall trees and swamps and all sorts of stuff that can catch a plane and shake the life out of it.

Am I basing this sweeping statement on one other club? No, I am not.
In a tearful effort to reduce the potential vegetative disaster, I've recently driven around to numerous clubs in the Brisbane general area, only to find that all of them have gotcha trees close by. Upon raising the topic with various old blokes, and one amazing lady who flies an enormous aerobatic plane, I got the distinct

impression that this was to be expected and to fly accordingly. Having come from P&DARCS, that came across like nails on a blackboard.

Worry not; I have found a field that ticks (almost) all the boxes and will be introducing the Falcon and the field on Saturday. All I've needed to do is throw petrol and time at it, because it is a little bit of a drive.

So, appreciate the treeless landscape at P&DARCS. You too Simon. It is not common and is not guaranteed.

Part 2: Letters From Afar – Let's Get Serious

G'day folks,

Today's ditty is more along the serious line. There's nothing like moving interstate, far away from your support network, to start seeing the world with a new clarity.

You know how recently the MAAA, the VMAA and MAAQ have been actively focusing on encouraging new members? And I applaud their efforts.

I recently bought myself a new plane of the "put it together yourself" variety and got to the advanced stage of needing to put fuel in it for the first start up. Yes, it's a fuel plane and makes a screaming sound at full throttle.

Having spent considerably more than the cost of a can of baked beans on it, I certainly didn't want to accidentally do it harm, so was conscientiously working my way through the various possibilities. I even put my impatience in my back pocket, temporarily, while I googled, went to the manufacturer's web site, checked under the bonnet of the Falcon, sent emails to various potential places, simply looking for an answer to the question "How do I put fuel into my plane?"

The closest I got to "information" was the briefest of microscopic brief references to a blue tube on a YouTube I found. Yes, the new plane had a blue tube, but it was firmly sealed with a stopper plug that I simply couldn't budge.

And that reference, all 14 thousandths of a second of it, was the entirety of the information I could find.

Oh, here's an "interesting" detail I discovered in my travels. It turns out that when talking about anything to do with "fuel", it's no longer a tube. It transforms, as if by some majik, to become a "line", ay? It is no longer a tube but is now a line.

So now I found myself staring forlornly at a blue tube – my search results hadn't yet promoted it to the higher status of "line", wondering how much risk I was prepared to take by trying to get that immovable stopper out.

More googling re tube adapters, taps, switches, etc etc etc. I even threw some blah blah in there to see if it would float.

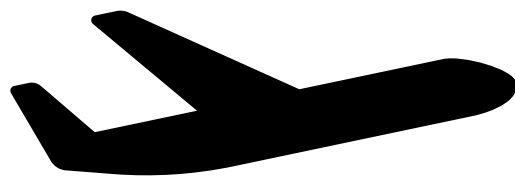
Finally, after pondering for a couple of days I threw caution to the wind and got out the big tools. Grip, twist, grip, twist, waiting for the stopper to shatter, when suddenly it broke free of whatever was holding it and allowed me to pull it free. And in so doing, I had transformed the blue tube from a tube to a line.

By now I know you are wondering what the hell I'm getting at, so sit down, relax as I draw the string to bring it all together.

The hobby / sport of aero modelling in Oz is actively chasing new blood. And yet here is someone who has three and a half years of experience under their belt and I couldn't find a single written description of how to fuel my bloody plane up. Go back to the good-ol-days and everything was documented, so even a newbie would have some sort of reference to guide them on their journey for answers. But now, in this enlightened, fast paced, online world we find ourselves, I couldn't find a single thing beyond 3 pixels on a YouTube clip. That's not very encouraging for newbie members, who we are trying to encourage to join the crew.

I have had my first live engine start up test of the new plane now, and yes, the blue tube was the correct one to fill the tank. I just wish I could have read that in the owner's manual. Yep, that's what they used to be called.

Alex_of_Oz



RECIPE OF THE MONTH

No-Knead Olive and Rosemary Focaccia

This looks like a lot of instructions but it's actually more of a tutorial on how to make the best focaccia you will ever taste. Simon makes this on a regular basis and it is sensational. Enjoy.

Tips:

Feel free to play around with flavourings on top and inside the bread. Small pieces of diced cooked potato through the bread and topped with fresh sage or rosemary is delicious. Caramelised onions are also great strewn on top.



Ingredients:

1¼-oz. envelope active dry yeast (about 2¼ tsp.)

2 teaspoons of honey

5 cups of all-purpose flour

1 teaspoon of cooking salt

6 tablespoons of extra-virgin olive oil, divided, plus more for hands

4 tablespoons of butter, plus more for pan

Flaky sea salt

2–4 garlic cloves

Handful of sliced black olives

Few sprigs of fresh rosemary

Method:

Whisk active dry yeast, honey, and lukewarm water in a medium bowl and let sit 5 minutes (it should foam or at least get creamy; if it doesn't your yeast is dead and you should start again—check the expiration date!)

Add the all-purpose flour and the salt and mix with a rubber spatula until a shaggy dough forms and no dry streaks remain

Pour 4 tablespoons of extra-virgin olive oil into a big bowl that will fit in your refrigerator

Transfer dough to bowl and turn it over and over to coat in oil

Cover with a silicone lid or plastic wrap and chill until dough is doubled in size (it should look very bubbly and alive), at least 8 hours and up to 1 day

If you're in a rush, you can also let it rise at room temperature until doubled in size, 3–4 hours.

Generously butter a large rimmed baking pan

The butter may seem superfluous, but it'll ensure that your focaccia doesn't stick

Pour 1 tablespoon of extra-virgin olive oil into centre of pan

Keeping the dough in the bowl and using a fork in each hand, gather up edges of dough farthest from you and lift up and over into centre of bowl

Give the bowl a quarter turn and repeat process

Do this 2 more times; you want to deflate dough while you form it into a rough ball

Transfer dough to prepared pan

Pour any oil left in bowl over and turn dough to coat it in oil

Let rise, uncovered, in a dry, warm spot (like near a radiator or on top of the fridge or a preheating oven) until doubled in size, at least 1½ hours and up to 4 hours

Place a rack in middle of oven; preheat to 230C

To see if the dough is ready, poke it with your finger

It should spring back slowly, leaving a small visible indentation

If it springs back quickly, the dough isn't ready. (If at this point the dough is ready to bake but you aren't, you can chill it up to 1 hour.)

Lightly oil your hands

If using a rimmed baking sheet, gently stretch out dough to fill (you probably won't need to do this if using a baking pan)

Dimple focaccia all over with your fingers, like you're aggressively playing the piano, creating very deep depressions in the dough (reach your fingers all the way to the bottom of the pan)

Drizzle with remaining 1 tablespoon of extra-virgin olive oil and sprinkle with flaky sea salt, sliced olives, and rosemary

Bake focaccia until puffed and golden brown all over, 20–30 minutes

Hold off on this last step until you're ready to serve the focaccia: Melt 4 tablespoons of unsalted butter in a small saucepan over medium heat

Remove from heat. Peel and grate in 2–4 garlic cloves with a Microplane (use 2 cloves if you're garlic-shy or up to 4 if you love it).

Return to medium heat and cook, stirring often, until garlic is just lightly toasted, 30–45 seconds.

(Or, if you prefer raw garlic to toasted garlic, you can grate the garlic into the hot butter, off heat, then brush right away.)

Brush the top gently and evenly with the garlic butter



P & DARCS Calendar

August, 2026

30 (Sun) 12:00 pm - 4:00 pm [60th Anniversary Celebration Lunch](#)

31 (Mon) [P&DARCS 60th Anniversary](#)

September, 2026

23 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

October, 2026

07 (Wed) 7:30 pm - 9:30 pm [Club Meeting & Coop AGM \(Online\)](#)

21 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

November, 2026

08 (Sun) [P&DARCS Scratch / Kit Built Rally](#) Field Open: **No**

14 (Sat) - 15 (Sun) [IMAC Vic State Champs](#) Field Open: **No**

18 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

December, 2026

02 (Wed) 7:30 pm - 9:30 pm [Club Meeting \(Online\)](#)

05 (Sat) - 06 (Sun) [VPA F3A Precision Aerobatics](#) Field Open: **No**

09 (Wed) 7:30 pm - 8:30 pm [Pre Christmas Committee Wrap Up Meeting](#)

19 (Sat) [ASA & P&DARCS - Xmas Break Up and General Flying](#) Field
Open: **Partial**

19 (Sat) 11:00 am - 3:00 pm [P&DARCS Christmas BBQ](#)

March, 2027

05 (Fri) - 08 (Mon) [ASA F3A Masters](#) Field Open: **No**



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