

# **P&DARCS**

*Pakenham & District Aircraft Radio Control Society*

## **THE NEWS FEBRUARY 2013**

**REMEMBER THIS ?**



Fowler Road, looking west, our driveway is on the left before the power pole

**THE LAST BIG FLOOD COST \$8,000 FOR REPAIRS TO OUR EQUIPMENT**

### **VERY IMPORTANT CLUB MEETING IN FEBRUARY**

**WE NEED TO DISCUSS, AND VOTE ON A PROPOSAL REGARDING  
PROTECTION OF OUR EQUIPMENT FROM FLOOD  
( SEE IVAN CHISELETT'S REPORT AND PROPOSALS PAGE 3 )**

**YOU ARE NEEDED TO ATTEND TO AID IN THE DISCUSSION  
**BE THERE****

**Next Club Meeting, Saturday February 2nd  
At The Burley Field, 1-00 pm start**

## BURLEY FIELD

Wenn Road Cardinia

[www.pdarcs.com.au](http://www.pdarcs.com.au)

P.O.Box 131, MDC  
Cranbourne 3977  
Field Telephone Number :  
(03)-59 98 8431

### President

William( Bill ) Reynolds 9704 8393  
[president@pdarcs.com.au](mailto:president@pdarcs.com.au)

### Vice President

Ivan Chiselett 9898 4379  
[vicepresident@pdarcs.com.au](mailto:vicepresident@pdarcs.com.au)

### Secretary

Don White 9560 2726  
[secretary@pdarcs.com.au](mailto:secretary@pdarcs.com.au)

### Treasurer

Peter Harris 0425 857 152  
[treasurer@pdarcs.com.au](mailto:treasurer@pdarcs.com.au)

### Registrar

Paul Webber 0417 558 779  
[registrar@pdarcs.com.au](mailto:registrar@pdarcs.com.au)

### Contest Director / VMAA Rep'

Vacant

### Team Captain

Steve' Malcman 9884 0614  
[teamcaptain@pdarcs.com.au](mailto:teamcaptain@pdarcs.com.au)

### Facilities Manager

Vacant

### Buildings Manager

David Glossop 8588 1549  
[buildings@pdarcs.com.au](mailto:buildings@pdarcs.com.au)

### Field Manager

Norm Morrish 0418 586 406  
[fieldmanager@pdarcs.com.au](mailto:fieldmanager@pdarcs.com.au)

### Editor

Frank McPherson 8787 7454  
[editor@pdarcs.com.au](mailto:editor@pdarcs.com.au)

### Webmaster

Paul Webber  
[webmaster@pdarcs.com.au](mailto:webmaster@pdarcs.com.au)

### Social Director

Daniel Jenkins 5902 2987  
[social@pdarcs.com.au](mailto:social@pdarcs.com.au)

### Safety Officer

Alan Foley  
[safety@pdarcs.com.au](mailto:safety@pdarcs.com.au)

### Catering Manager

Vacant

### Editorial Submissions to:

[editor@pdarcs.com.au](mailto:editor@pdarcs.com.au)

## Editor's Bit

A brand new year, untouched, time to allow you to do all those things you wanted to do, and never got "aroundtuit "

The Annual Christmas Dinner, and Twi – Fly was a really successful event, the weather held out, although it was a bit hot during the afternoon

Joan and Bill' Reynolds put on a royal feast for the large number of people that showed up

The crew from Model Engines put on a WOW display for us with their HUGE Super Constellation, a four engined masterpiece, see pic' below



**Model Engines Super Constellation on final approach over the West Bank**

We had a range of Twi-Fly machines doing their stuff, although a stiff breeze came up just before dark, and spoiled it for the Skyflex / Quad Copters, and other lightweight models

Everyone had a really relaxing, nice social evening, good food, and good company

### Frank McPherson Editor



## What's On

### At P&DARCS

January	
27 <sup>th</sup>	Roy Rob Event
February	
2 <sup>nd</sup>	Club Meeting, a very important one, ( see front page )
23 <sup>rd</sup>	Bi – Monthly Twi – Fly
March	
3 <sup>rd</sup>	Club Meeting
17 <sup>th</sup>	Monty Tyrell Event

### From the VMAA Events Calendar

February		
24 <sup>th</sup>	Bipe and Bush Planes annual fly – in,	MFWAC
March		
17 <sup>th</sup>	Monty Tyrell Event	P&DARCS
24 <sup>th</sup>	Annual Display Day	BRMFC
31 <sup>st</sup>	Swains and More Fly – In	NFG

### In This issue:

What's on, around the Clubs	2
Special Report, Protection of Equipment from flood	3
Committee Reports	8
Monty Tyrell Event Ad'	11

## P&DARCS – Protection of Equipment from Flood

### Introduction

Following the recent floods it would appear obvious that the club needs to do something to protect our equipment from future flooding. The general consensus is that due to recent urban development to the north of our field and the fact that we are bounded by drains with Cardinia Creek quite near, it would be reasonable to expect serious and damaging flooding will occur much more frequently.

Urban development causes rainfall to runoff into creeks and drains much faster than prior to the development, where the water had to flow over open paddocks. The urban development also causes a much larger volume of the rainfall to find its way to the drains and creeks as little is absorbed by the fields that it used to travel over.

In the February 2011 flood the current equipment shed was flooded to a depth of about 1.5M. As we know, this caused significant damage, inconvenience and cost, about \$8,000, to our club. Even the smaller recent flood could have caused significant damage had it not been for Norm Morrish's quick action to get the machinery to higher ground. We were extremely lucky that Norm was at the field and had the assistance of a large earth moving piece of equipment.

It would seem prudent that we take action to provide protection of our equipment for possible 1.8M floods in the future. This additional depth of water provides a safety margin and also provides some allowance for additional runoff that will occur due to continuing urban development to our north.

Therefore we need to investigate how we can "lift" our equipment to flood proof them for a 1.8M flood. The February 2011 flood was about 1.5M in the shed. Our existing shed is about 12M X 6M. It has been noted that the current shed is a bit small and therefore if a new shed was to be built then a larger one would be sought.

Four possibilities are;

1. Build a new larger shed, about 15 X 9M, on 1.8M of fill.
2. Build a new larger shed, about 15 X 9M, with higher walls, on a new site that allows the equipment to be lifted above the flood.
3. Build a new larger, about 15 X 9M, with higher walls, over the top of our existing shed, and then remove the old shed, to allow the machinery to be raised above the flood level using vehicle lifts.
4. Modify our existing shed by raising the roof to sufficient height to allow the machinery to be raised above the flood level using vehicle lifts.

Each of these proposals is examined below;

### **1. Build a new 18 X 9M shed on 1.8M of fill with 2M of flat ground around the shed;**

This could be a "normal" shed with a wall height of about 3M.

Assuming batter slopes of 1 in 4, which is quite steep, and a 3M wide ramp of 1 in 10, the amount of fill required is about 1,000 cubic metres.

This is a very large amount of fill which even if we were able to obtain it without cost it would take a considerable time to accumulate it.

Also the fill would have to be very well compacted to ensure that the shed being built on top of it does not have differential settlement during its life.

It must also be considered that the footprint of a shed built on fill would be about 27M X 33M with the ramp being some 18M long.

The advantages and disadvantages of building a new shed on 1.8M of fill are;

#### **ADVANTAGES;**

1. Relatively easy to construct the shed.
2. Cheaper shed as equipment is stored on the floor.
3. Old shed is retained and gives club more storage space.
4. Provides additional clean water for our clean water storage.
5. Possibility of obtaining additional revenue from old shed is divided into storage lockers and hiring them out to members.
6. No lifting equipment required.

## DISADVANTAGES;

1. Loss of open area.
2. Large footprint due to fill batters.
3. Difficulty in obtaining required amount of fill.
4. Need to compact fill. Cost of hiring compaction equipment etc.
5. Possibility of differential settlement of shed if compaction is not done well.
6. Additional cost of extending power and connection of run off to tanks.
7. Providing pipes for the west to east table drain as the fill would cover the current table drain.
8. Delay in constructing the shed due to time to obtain fill.
9. Difficult to maintain/mow the batters of the fill.
10. Cost of providing additional security devices such as bollards and door bars if considered necessary.

## A ROUGH ESTIMATE OF COST IS;

Provide fill	\$ ???
Compaction of fill	\$ 4,000
18 X 9M shed	\$21,000
Floor Slab 21M X 9M	\$13,300 (estimate \$70/M2 for 150mm slab)
Council Permits	\$ 2,000
Provision of security bollards	\$ 4,000 (if considered necessary)
Additional main door security	\$ 1,000
Incidentals	\$ 5,000 (security enhancements etc elect connections)
Total	\$50,300 + costs of obtaining fill.

## Lifting the Equipment – (This is common for proposals 2, 3 & 4)

The proposal is to use 4 post vehicle lifts/hoists, (the same sort of lifts/hoists used in garages by mechanics ), to lift our tractors, mowers and equipment above the expected flood level.

Naturally the shed where this system is used would have to have a high roof to allow the equipment to be lifted to give the 1.8M clearance. With some of equipment being about 2.5M high we would need about 4.5M clearance. Therefore a wall height of about 4.3M is required. With the shed having a gable roof the additional 200mm of height required will be obtained due to the slope of the gable.

The operation would be that after using the equipment the unit is parked on the lift. The operator turns on the lift and it raises the equipment it to the full height. The lift is then turned off and the unit is locked in the up position. This would mean that at all times all of our valuable equipment would be at least 1.8M above the floor and possible flood waters.

When the equipment is needed the operator will turn the unit on and lower the vehicle so that it can be driven out of the shed.

Searching the internet I have found some suppliers of 4 post vehicle lifts that would appear to be suitable for what is proposed. [www.carhoists.com.au](http://www.carhoists.com.au) a Perth company, has a 3,000Kg vehicle hoist for \$2,995 incl GST. They also have a 5000Kg lift for \$6,595 incl GST. This company has advised that the lifts would be sent freight free to Melbourne.

Another; [www.aag.net.au](http://www.aag.net.au), also a Perth based company. They have a 4,000Kg lift for \$3,175 and a 4000Kg Heavy duty lift for \$5,350. Freight to Melbourne is free.

Another company [www.superhoistplus.com](http://www.superhoistplus.com) have a 3,000Kg lift for \$3,200 incl GST. The cost of freight to Melbourne is quoted as \$400.

All the units are about 4.4M long and 2.4M wide between the posts. It would appear that all of our units would fit on the lifts. They can be operated on 240v and require about 10 amps.

All the companies advised that the units would be OK being submerged however normal clean up would have to be done ASAP after the flood. In all cases the hydraulic pumps and their electric motors that operate the unit would need to be lifted higher than they are currently installed. They advise that this is possible with the correct technicians/fitters. It is also possible to fill in the deck between the two wheel troughs so that it resembles a truck tray.

Based on advice from Patons, it is estimated that the Kubota Tractor mass, with loader and counter mass, would be about 2,500Kgs. The Ferguson, about 1,000Kgs and the Kubota front deck mower 1Tonne. Therefore it is considered that 3,000Kgs lifts would be suitable for our needs.

However one company can supply a 4,000Kgs lift for a relatively small extra cost compared to a 3,000Kg unit.

In speaking to companies about these type of lifts it has been advised that the lift capacity of the units is assumed to be evenly distributed into all 4 legs. Therefore the 3,000Kg unit could only lift 1,500Kgs at each end. Therefore it may be prudent to consider a 4,000Kg unit for the Kubota tractor with the front end unit attached.

It would also be prudent to have an additional 3,000Kg hoist so that the 2 slasher decks and other tools and equipment that could be damaged by flooding be stored above the flood level as well.

Therefore to lift all of our equipment up in a new high wall shed would be;

3 Number 3,000Kg lifts @ \$2,995.00 each	= \$8,985
1 Number 5,000Kg lift @ \$6,595.00	= \$6,595
Total	= \$15,580

Or using the AAQ lifts

4 Number 4,000Kg lifts @ \$3,175 each	
Total	= \$12,700

Now considering the three proposals that use lifting equipment to raise the machinery above flood level.

## **2. Build a new 18 X 9M shed just to the north of the large tanks with facility/equipment to lift the equipment up off the floor clear of flood water. Existing shed to remain.**

A quote for a 18 X 9M shed with a wall height of 4.2M was obtained from Safety Steel Structures. The cost of the shed including erection was about \$21,000 and 3 sliding doors. This did not include a floor slab or footings.

The advantages and disadvantages of building the **new shed on a new site** are;

### **ADVANTAGES;**

1. Easier for construction people.
2. Gives club much more storage space. Some of our equipment currently stored outside could be moved into the new shed.
3. All the works can be completed without disrupting our current shed. That is, our existing machinery can remain in the current shed until all of the new works are completed.
4. Provides additional water for our clean water storage.
5. Possibility of obtaining additional revenue from old shed is divided into storage lockers and hiring them out to members.
6. Does not require the current pipes and electrical wiring in the existing shed to be altered.
7. Relatively easy to connect to electrical supply to new shed.
8. Shed is wide enough to allow safe access around the footprint of the lifts.

### **DISADVANTAGES;**

1. Would need to construct new security bars over door and possibly security bollards.
2. Loss of open area.
3. New floor slab would be required over whole floor area.
4. Need to prepare site with possible small amount of fill required, with compaction.

### **COST ESTIMATES;**

18 X 9M shed	\$21,000
Floor Slab 18M X 9M	\$13,300 (estimate \$70/M2 for 150mm slab)
Council Permits	\$ 2,000
Lifting equipment	\$15,000
Incidentals	\$ 5,000 (security enhancements, etc + elect connections)
<b>Total</b>	<b>\$55,300</b>

## **3. Build a new 18 X 9M shed over the top of our existing shed with facility/equipment to lift the equipment up off the floor clear of flood water. Remove old shed.**

The advantages and disadvantages of **building the new shed over the existing shed** are;

### **ADVANTAGES;**

1. Does not take away open space.
2. Makes it easier to install another large tank in the future.
3. Can use existing large security bar in front of the shed.
4. The existing security bollards would be still functional
5. Much of the existing concrete floor could be re-used.
6. Easy to connect rain runoff into existing tanks.
7. Increase in storage area.
8. Small increase of storage space however this will be minimal due to the security bollards now being within the new shed.

**DISADVANTAGES;**

1. More difficult to build and most probably contractor would charge more for erection.
2. Additional cost and difficulty of re-routing the pipes for the irrigation system.
3. Additional cost and difficulty of re-routing electrical wiring.
4. Cost of dismantling and removing the existing shed.
5. Cost of disposing of existing shed.
6. The resultant shed only increases our total storage area by a small amount. Some equipment will still need to be stored outside.
7. Difficult, and therefore more expensive, to pour concrete floor on the areas of earth that the new shed now covers.

**COST ESTIMATES;**

18 X 9M shed	\$21,000	
Lifting equipment	\$15,000	
Council Permits	\$ 2,000	
Floor Slab fill in areas	\$ 7,000	(estimate \$70/M2 for 150mm slab)
Disassemble of old shed	\$ 4,000	(only estimate)
Removal of old shed	\$ 2,000	(only estimate)
Re-routing of electrical supplies	\$ 600	
Re-routing of water pipes	\$ 700	
Moving pumps and fuel tanks	\$ 700	
Total	\$53,000	

**4. Extending the height of our existing shed by lifting the roof with facility/equipment to lift the equipment up off the floor clear of flood water.**

The advantages and disadvantages of extending the height of our existing shed by lifting the roof are; The roof would need to be raised about 1.5M.

**ADVANTAGES;**

1. Does not take away open space.
2. Makes it easier to install another large tank in the future.
3. Can use existing large security bar in front of the shed.
4. The existing security bollards would be still functional
5. The existing concrete floor could be re-used.
6. Easy to connect rain runoff into existing tanks.

**DISADVANTAGES;**

1. Would need to get engineering computations done to ensure that the structure is capable of having the walls being extended. It is highly likely that the current portal frames would not be structurally capable of being extended. If this is the case then it is virtually impossible to go with this option.
2. Steel fabrication of column extensions etc would be required.
3. As the existing shed is only 6M wide and 12M long it would not be wide enough to install the lifts side by side. The AAQ 4,000Kg (\$3,175) lift is 3.120M wide and 5.770M long. Even the "carhoists" (\$2995) 3,000Kg unit is 2.67M wide and 4.150M long and would not be able to fit safely in the width of the existing shed. Even if the lift could be fitted in the width the pumps and fuel tanks currently on the sides of the shed would have to be moved, and where to?
4. The existing shed would not be long enough to safely have two units end to end and have space for safe access around the lifts.
5. Equipment would need to be stored outside during the work lifting the roof.
6. Difficulty of getting a contractor to quote on the work.
7. Additional cost and difficulty of re-routing the water pipes currently along roof trusses.
8. Additional cost and difficulty of re-routing electrical wiring currently along roof trusses.
9. Cost of removing the metal cladding.
10. Cost of disposing of old shed.
11. Effective loss of storage space in shed due to footprint of lifts.
12. Equipment currently stored in shed would have to be stored outside.

**COST ESTIMATES;**

Engineering computations	\$ 5,000	(estimate)	
Council Permits	\$ 2,000		
Lifting equipment	\$15,000		
Extend wall height of shed	\$13,000	(estimate)	
Re-route electrical wiring	\$ 1000		
Re-route water pipes	\$ 1000		
Total	\$37,000		

## CONCLUSION.

Obviously whichever way we go is going to be a significant cost to the club. It is possible to obtain a loan for such works from the VMAA or MAAA. The MAAA loan interest rates are very reasonable, currently half the published Reserve Bank's official interest rate.

It is also obvious that we need to do something to protect our equipment from flooding.

We need to fully discuss and investigate all possibilities before committing to our direction.

The above has been provided as possibilities, it does not consider that this is the only way.

## Committee Discussions

The committee has discussed the proposals at length and decided that the best proposal is Option 2.

That is the building of a new 18 X 9M shed just to the north of the large water tanks. They considered that this proposal while expensive gave the club the best protection to our valuable plant and provided us with additional under cover storage for our other pieces of plant. It also has the advantage of being the least disruptive. That is, the new shed could be constructed with our machinery still being housed in our existing shed.

The committee also considers that this work should be done as soon as possible especially when considering the huge amount of urbanization development being done to our north and in the catchments of the drains and creek that surrounds us.

To enable the works to be funded it is proposed that some of our club reserves be used and the additional funds be borrowed from the MAAA. The MAAA currently offers loans to clubs at very low interest rates, about 2%. The committee is very confident that we would be successful in obtaining a loan from the MAAA for the works.

Our Treasurer has advised that based on our current financial situation it is thought that the club has about \$25,000 available to fund this project. Therefore it would require the club to seek a loan of about \$28,000.

It is thought that the MAAA would require the loan to be paid off in 15 years. Therefore we would need to repay \$1,867 of the principle each year plus interest \$560 in the first year. Assuming a 2% interest the club would be required to pay about \$2,350 a year to clear the loan in 15 years. This is a relatively small yearly cost and it may be possible to pay this without raising our fees.

## PROPOSAL

The committee therefore wish to put the following motion to the club.

**"The club adopt option 2 as set out in the discussion paper, ie. construct a new machinery shed about 18M X 9M with 3 sliding doors and 4 vehicle lifts, to protect the clubs equipment from future floods. And, that the committee be empowered to fund the proposal through available club funds and be able to borrow the necessary funding from the VMAA / MAAA to complete the project."**

Please note that this proposal will be at our club's February general meeting & then voted on in the March general meeting. This is an important matter for the future of our great club.

**Ivan Chiselett** - Vice President

## PRESIDENT

Well here we are, another new year has thrust its self upon us. I noticed that December 21st slid quietly by and nobody I know blew up, so we should all be ready to attack the new year with lots of energy, and all those NY resolutions.

Seriously, I trust you all had an enjoyable, fun filled, and memorable festive season and I wish you a new year which fulfills your every wish.

In this newsletter you will find a full and comprehensive report and proposal prepared by V.P.Ivan, regarding the **future safety and storage of our property maintenance equipment.**

**PLEASE READ THIS CAREFULLY**, and give it serious thought, as the motion will be put to the club for your decision in the near future.

**Bill' Reynolds**, Pres'

## SECRETARY

**General Meeting held 1<sup>st</sup> December 2012 at the "Burley" field Wenn Rd. Cardinia**

Meeting opened at 1300hrs members 30

**Guests.** M Smith, B Swift

**Minutes of the previous meeting be accepted.**

Moved W Schubach, Seconded F McPherson Carried

**Business arising from previous minutes.** Nil

**President.** Welcomed new member E Willis

**Registrar.** Current membership 161 with new member E Willis

**Social.** Christmas party need monies a.s.a.p. 12<sup>th</sup> December  
Need suggestions entertainment after the general meetings

**Maintenance.** Sprinkler heads have been covered over as they are low, these will be adjusted later.

**Building.** Some small items to be done. Leak in the concrete by the new toilet to be investigated.

**Treasurer.** On budget to date

**Field.** Farmer has baled the hay will be removed later. Still cleaning out drains preventative maintenance for later. Cardinia Shire have cleaned drains on Fowler Road, and more clearing to be done later.

**Safety.** When changing the "Mustang" pilots are reminded to consult all other pilots before making the change of direction

**General.** The cleaning of drains in Fowler road is the responsibility of Melbourne water, but they have to get an ecological assessment before they can do any cleaning, ( there maybe a species of tadpole needing preserving

New constitution rules are being formatted and are still under revue, these will be put to the members when they are near complete, for comments.

Thanks to Daniel Jenkins for his time and effort in this project.

C.D David Walsh has resigned from this position due to work commitments. A thank you to David for his devotion to the club and committee over many years, in the interim Daryl Cope has agreed to run the Monty Tyrrell

A lengthy discussion on visitors flying at our field, all flying visitors are insured by MAAA insurance registration, if not, registered flying not permitted at our field.

Meeting closed at 1353 hrs.

Next General meeting Saturday 2<sup>nd</sup> February 2013 at the Burley field 1300hrs.

**Don White** Secretary

## TEAM CAPTAIN

Hi all,

Firstly, I would like to thank those individuals who have agreed to enter into events.

Please mark the event in your calendars; it is on the Saturday 13th and Sunday 14th of April.

I still require pilots for the following events.

- Fun fly
- Thermal Soaring
- Scale Aerobatics
- Electric Glider
- Most Unusual Model
- Musical Landings
- Club Racing
- Combat

If you would like more information on any of these events please refer to this link at the VMAA website

<http://www.vmaa.com.au/vmaa-trophy-weekend.html>

I am currently working on enlarging our club logo for our club Polo shirts for our club team to wear at the event.

For those members who may be interested in participating in any of the above events, please feel free to contact me either via email [teamcaptain@pdarcs.com.au](mailto:teamcaptain@pdarcs.com.au) or come see me when I am down at the club.

Kind Regards,

**Steve Malcman** P&DARCS Team Captain

## FREE TO A GOOD HOME

**Free - 20 litres of PPG enamel thinners**

**I am no longer spraying models so it's all yours for free !!**

**FIBD**

**Thommo 0408 33 55 23**



## WEBMASTER

There has been a lot of activity behind the scenes over the Christmas / New year period. I had to replace Hay shed cam and work out a new network connection. Good news is that the replacement has a wide angle lens. Looking at replacing the West Cam with the old Hays shed Cam which still works wired.

I have had battles with the Weather station software and in general the Windows updates affecting the PC and software. Soon I think that will be time to upgrade to a new version of Windows and get away from the old XP

The Website stats are as follows..

2,717Visits.  
843 Unique Visitors.  
13,008 Page views.

Webcams Hits.

West Cam 1,430 hits  
East Cam 2,126 hits  
Hay Shed Cam 2,249 hits

Cheers,

**Paul Webber**, Webmaster

## REGISTRAR

**HAPPY NEW YEAR TO ALL**

### **Membership Renewals**

Not much to report this month. Just a reminder to those members who have not had their inductions yet. Please call me to book in a time.

### **New Member Applications**

Glen Mayman ( prob' )  
Mark Smith ( prob' )

### **Newsletter**

Note the newsletter will be emailed to your currently provided email address. I have noted that there are still emails that bounce when sending the newsletter out. Please help me get the newsletter to you by keeping your email address up to date.

### **Badges.**

All members will now be flying with their new 2012/13 Badge, remember no badge no flying. Make sure you bring your Club Badge.

**A reminder again**, lost keys will cost you \$30.

If you lose you Club Badge the cost of replacement is \$5. This is what it cost the Club, so please look after your Key and Badge.

### **Changes to your contact information**

Let me know of any changes of your details by email [registrar@pdarcs.com.au](mailto:registrar@pdarcs.com.au) (preferred) snail mail (Club mail address) or least preferred by phone (my mobile).

### **Membership to date, refer to the spreadsheet below**

**Paul Webber**, Registrar

Phone 0417 558 779

Email: [Registrar@pdarcs.com.au](mailto:Registrar@pdarcs.com.au)

	Paid 2012-13	Unpaid	New 12-13
Associate	6	0	1
Full	99	0	1
Junior	0	0	0
Life	3		
Non-flying Full	0	0	0
Pensioner	36	0	0
Probationary	13	0	8
Student	2	0	0
Spouse	1	0	1
Resigned		<b>16</b>	
Lapsed		<b>13</b>	
Re Joined	2		
Passed Away	2		
Sub Total	<b>162</b>	29	11



## SOCIAL DIRECTOR

Just a short note this time. I'd like to start by saying a big thank you to Bill & Joan Reynolds for as always providing us with a great meal for our Christmas Twi-Fly. The weather was lovely & warm & we had a great turnout. I hope those of you that attended enjoyed yourselves. I certainly did.

Our next Twi-Fly will be on the 23 February. These are turning out to be great social events, so why not come along. By all means bring the family & in the Aussie vernacular, chuck some snags on the Barbie.

**Daniel Jenkins** Social director

## SAFETY OFFICER

No Report at this time, all's well

**Alan Foley** Safety Officer

## FIELD MANAGER

Hi guys, the field is starting to crack in the areas not covered by the fine couch, so please be careful and reduce the amount of taxiing.

The sprinklers operate on Monday, Wednesday and Friday nights. We have used nearly 200,000 litres in the past month, nearly one large tank. The cracks are even happening near the sprinkler heads which is not covered by the fine couch. Watering is not sufficient to stop the cracks. The fine couch in the pits south of the transmitter pound is growing very well without water and there are no cracks. Six months ago we laid Santa Anna fine couch as a trial on the new crossovers to see how it handles no water. Most of it is struggling in this heat.

One solution is to transfer the fine couch from the pits and place in the cracked areas on the runways after the hot summer. Another solution is to trial Fine Legend couch, available in 400mm wide strips from the Yarra Valley. We will investigate methods to do this and will organise working bees.

The broken sprinklers in the main runway were replaced. All the large stainless steel disks were removed from the sprinkler heads and all sprinklers raised to the runway height and set in a ring of concrete. Hopefully this will keep the sprinklers at the correct height. We still need to complete the Eastern runway sprinklers and hopefully they will be completed by the time you are reading this.

The front deck mower had pneumatic tyred jockey wheels that have punctured 4 times. Twice it was not noticed and created an uneven cut and in some places scalped the grass. We have now solved that problem by fitting solid tyres to the jockey wheels.

We have given our farming neighbour at the end of Fowler Rd, the piles of dirt that are in our car parks and on the west side of our western strip.

They have a small excavator and tip truck and have started to remove them. This saves us a heap of work. Special thank you to Daniel for all your help.

**Norm Morrish** Field Manager

## BUILDINGS OFFICER

The transmitter pound eaves guttering has been replaced, Thanks to the "usual" crew for a job well done. We can now think seriously about putting extra benches around the transmitter pound ( Paul Somm's lift doors ) to give more table space for electrical charging etc. The front gate and fencing need repainting and I am looking into the possibility of getting a portable water blaster down there to clean off all the old paint and "crud" as it is too far to run water and power to the gate (or is it?) While tidying up the main gates we should look into repairing our main signage (any sign writers out there??) The fresh guttering on the transmitter pound, the old girl looks like new



**David Glossop**, Buildings Officer

## FACILITIES MANAGER

This position is vacant

## Phil's Car Boot Sale for the Monty Tyrrell day (17th March 2013.)

We're Downsizing - Everything to be sold

Radio Gear includes a 2.4 Mhz M link Multiplex Evo 9 plus a bunch of receivers,  
Lots of servos and some left over spare parts.  
ARF & Scale kits  
Power Tools including  
Triton Mk 3 Bench & guides,  
Triton Router Table & Accessories  
Hitachi 10 inch power Saw  
Makita 1 HP Router  
Makita Right Angle Grinder  
Router Cutters to suit above  
Power Jig Saw - Heavy duty  
Books ,Plans & Manuals

Lots of goodies for a modeller to use ..... Don't miss out

Phil Langton



## 2013 Monty Tyrrell Scale Rally.

The Member's and Committee of P&DARCS warmly welcome all scale modelers, from expert to beginners, to the 2013 Monty Tyrrell Scale Rally. The "Monty", as it is warmly referred to, is being held on the 17<sup>th</sup> of March 2013 at the P&DARCS field.

The prizes will be 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> for Kit or Scratch built aircraft, and 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> for ARF models.

The overall trophy for the Monty Tyrrell will be decided by you, the pilots. This will be for the pilot that you believe represents the true spirit of the rally!!!

Registrations will start from 08.30 am, flying will start at 10.00 am  
***NO LATE ENTRIES WILL BE ACCEPTED !***

You can download an entry form from the P&DARCS website by clicking [here](#), and then bring it along with your payment on the day. This will greatly assist us with registrations.

The Boot Sale is on again at the Monty. A site charge of \$10 is required. To reserve a site contact Ivan Chiselett at [montycarbootsale@pdarcs.com.au](mailto:montycarbootsale@pdarcs.com.au) You will need to bring your own tables.

Full catering will be provided!

If you have any questions you can email us at [monty@pdarcs.com.au](mailto:monty@pdarcs.com.au)

Hope to see you there!

Kind Regards,

The Members and Committee of P&DARCS



46 McCrae Street Dandenong 3175  
 Phone (03) 9794 5999 Fax (03) 9793 9108  
[sales@hobbyman.com.au](mailto:sales@hobbyman.com.au)  
[www.hobbyman.com.au](http://www.hobbyman.com.au)



INSURANCE SERVICES PTY LTD  
 Call David 97675111



Kevin Chiselet 0409-425-312  
[kevin@scmodels.com.au](mailto:kevin@scmodels.com.au)

Andrew Smallridge 0417378753  
[andrew@scmodels.com.au](mailto:andrew@scmodels.com.au)

[www.scmodels.com.au](http://www.scmodels.com.au)

Quality at the Right Price




641A Nepean Hwy Carrum 3197 Victoria  
 03 9773 3955 [addieshobbies.com.au](http://addieshobbies.com.au)

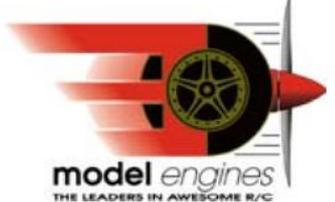
AIRCRAFT BOATS KITES HELIS CARS



Stocking only quality products and accessories for the RC Modeler

20 Spring Square Hallam 3803

Phone FAX (03) 97031160  
[hallamhobbies@optusnet.com.au](mailto:hallamhobbies@optusnet.com.au)  
[www.hallamhobbies.com.au](http://www.hallamhobbies.com.au)




Importer and distributor of RC aircraft and accessories, specialising in:

- Large scale aircraft
- UAV/FPVs
- DLA engines

[www.dragonrc.com.au](http://www.dragonrc.com.au)

Next Club Meeting, Saturday February 2nd  
 At the Burley Field, 1-00 pm start

**P&DARCS Newsletter**  
 Pakenham & District Aircraft Radio Control Society

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