

# The News

March 2009



PDARCS

**Monty Tyrrell Scale Rally**  
Sunday 22<sup>nd</sup> March don't miss it

**Next club meeting**  
Saturday 7<sup>th</sup> March at the Field

**Above:**

State scale champs; Just some of the models seen at the recent State Scale champs at our field. This is just a taste of the action to come at the Monty Tyrrell Later this month.

Make sure that you are a part of it.



## 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**  
Alan Coleman 9511 4055

**Vice President**  
Joe Tortorella 0403 050 346

**Secretary**  
Don White 9560 2726

**Treasurer**  
Peter Harris 9775 4788

**Registrar**  
Rob Till 9707 3254

**Contest Director**  
Vacant

**Club Captain**  
Wal Schubach 9700 6166

**Safety Officer**  
Paul Somerville 0417539056

**Field Manager**  
Bill Hawkes 9786 5641

**Facilities Manager**  
Paul Somerville 0417539056

**Editor / VMAA Rep.**  
David Walsh 9763 1804 AH  
9767 5111 Bus

**Webmaster**  
Daniel Jenkins 5975 7103  
0412 44 55 09  
[webmaster@pdarcs.com.au](mailto:webmaster@pdarcs.com.au)

**Catering Manager**  
VACANT

**Social Director**  
Committee

**Editorial Submissions to:**  
D Walsh  
Snail Mail 17 Goulburn Drive  
Rowville 3178  
EMAIL [david@ttinsurance.com.au](mailto:david@ttinsurance.com.au)

## In This issue:

- Committee Reports
- Wanted
- Vale Bernard Halstead
- Ugh ! Ugliest Aircraft
- Book Review
- Humour
- History of the Monty

## Editor's Bit



Since I last sat down to put the newsletter together I have been to the field only just once . Extreme temperatures , interstate for work commitments and a weeks holiday have certainly eaten into the time between newsletters. I guess that what I am getting to is that this newsletter like last months may also be a tad short in content.

To fill these pages with interesting stuff you really have to have your mind in research mode all of the time between the monthly efforts and be constantly looking for interesting articles and other fill. If you don't then you sit down at the computer with a blank page and blank mind.

This is why I treasure articles from you guys. Occasionally, after a impassioned plea from me a whole bunch of articles will roll up. I then have the luxury of spreading them out over a number of months saving me heaps of brain time thinking of ideas. But usually in the early months of the year I am bereft of content. So; now you know that I am sitting here looking at a blank screen. We have over 220 members now in the club so even if 10% of you sit down an pen something that you think would be of interest I will be set for the year. Your help is invaluable. Without input the editor s job gets too hard and he stands down. Please don't read into that that I am ready to stand down though, well not this month anyway. Remember an hour or two of your time putting an article together will keep our newsletter interesting and the most readable in Australia.

Having said that I must thank Richard Ryland who has given me an article per month for probably a good 2 years or more now. Starting with the World Worst Aircraft to the Most Beautiful and this year the Ugliest. Great work Dick. Knobby also put in his fair share of articles last year so big thanks to Knobby as well.

I am hoping , weather permitting that I will see the field a little more often this year so watch out mugs . I haven't been down there that often of late so you may not recognize me. If you are telling someone a story of something dumb you did watch out, I could be loitering in the crowd and taking mental notes. Now mental notes are not all that reliable so the truth may get stretched a little.

I think that I mentioned a few issues ago that our ex honorary member Darryl Gunst has taken over Queensland recently and is now State secretary as well as his club Treasurer, Registrar and Editor . He also has a Mug of the month column (wonder where that idea came from?) but he does occasionally make the mistake of reporting the truth. As you all know the truth is not always a funny as the slightly stretched truth © By the way there is no truth to the rumour that Darryl will be running for the Qld Premiers position in the Qld State election. Damn I have probably put the idea in his mind now.

Excellent I can see the bottom of the page looming up so there you go one page down , only 7 to 10 more to go.

*That's all Folks*

## Next Meeting

Dingley Community Hall, Marcus Road Dingley

Saturday 7<sup>th</sup> March At the Field .

The usual BBQ lunch followed by our Club Meeting





## “Presidents Ponderings”

At our last general meeting on Sunday, February 1<sup>st</sup>, a member asked if the club had any rules concerning flying on days of total fire ban. The question was uncannily prescient, as only six days later, on a day of total fire ban; we faced

the worst natural disaster in the history of our country, by bushfire.

During subsequent discussion at the meeting, someone thought that MAAA had defined that turbo jets should not fly on fire ban days, but no one knew of any other restriction. Subsequent inquiries have confirmed this to be the case.

In the light of recent events, the committee has decided that we must address this issue as a matter of urgency. At a specially convened committee, by email and post, I proposed, and Secretary Don White seconded the following motion.

“No model aircraft of any description may be flown at Burley Field on days which have been declared to be total fire ban days for the area”

The committee voted to support the motion, to be added to the club flying rules immediately. For those who might believe the rule change to be unnecessarily restrictive, please consider the following:

- There are at least two known instances in which an I/C plane has crashed and burned.
- Most electric models these days use lipo batteries, which are notorious for burning if they receive rough treatment.
- The clubhouse construction is mainly timber, and would burn quickly.
- We do not have any substantial facilities for fighting fire on a large scale.
- In any case, most fire ban days are too hot and windy to enjoy flying.

In the recent bushfires, more than 200 people have lost their lives and 1100 homes have been destroyed. The committee believes that the change to our club rules is timely recognition of our responsibility to ourselves, to our property and to the local community as a whole.

Keep safe, and may your landings be happy ones.

Alan Coleman

## Secretary's Report

General meeting held Sunday February 1<sup>st</sup> 2009 at  
The Burley Field Wenn Rd. Cardinia  
Meeting opened at 1250hrs.

**Apologies:** D Walsh, P Langton, W&P Schubach G Robinson

**Minutes of the previous be accepted:**  
Moved F Connolly Seconded P Somerville Carried

**Business arising from previous minutes:** Nil

**President:** As we have had no rain for some time we have started to water the runways to hopefully avoid cracking of the strips.

**Treasurer:** Will be upgrading the web-site next 2 months.

### General:

- Disabled toilets are still on hold, a formal application is still at the council.
- The new membership cards to be worn whilst flying, samples to be available next month.
- Upgrading of the charging station and more outlets for larger type batteries.
- The children's swing is in the shed we have now to install this item.
- Listing of members information is up to the individual member if he/she wishes it to be published, if a member wishes only name and phone number to be printed, a box will be provided to be ticked for this purpose.
- A long discussion on the subject of flying on a Fire ban day, the MAAA and VMAA have a rule that forbids the flying of jet turbines on these days, but it is up to the individual clubs for allowing flying of other types of engines including electric aircraft (lipo batteries) these particular batteries have been known to over heat and catch fire( this happened a couple of weeks ago) there was a show of hands of members present to have no flying on a fire ban day/s, this was unanimous, a club rule to this effect is forth coming.

Meeting closed at 1340hrs.

Next general meeting **Saturday 7<sup>th</sup> March 2009** at the "Burley Field" Wenn Rd Cardinia, 1300hrs Sausage sizzle prior to the meeting.

### Results of the "Roy Rob" Trophy

held Sunday January 25<sup>th</sup> 2009

Texaco:-

1<sup>st</sup> Robert Taylor 2<sup>nd</sup> Chris Lawson 3<sup>rd</sup> Lynn Clifford

Duration:-

1<sup>st</sup> Robert Taylor 2<sup>nd</sup> Barry Barto 3<sup>rd</sup> Peter Bennet

Congratulations to Robert Taylor for winning the "Roy Rob" Trophy for 2009

## What's On at P&DARCS

### March

7<sup>th</sup> Club Meeting at Field ( Saturday)  
22<sup>nd</sup> Monty Tyrrell Scale Rally  
(No General Flying scale models or scale ARFs only)

### April

5<sup>th</sup> Club Meeting at Field

## What's On Elsewhere

The list below is extracted from the VMAA contest calendar which can be found at the VMAA web site [www.vmaa.com.au](http://www.vmaa.com.au)

Mar	1	VFSAA Sportscale and ARF Scale	Keilor	KDMAS
	7-8	6 <sup>th</sup> Annual Chapter 700 Fly-in for: Old Timer, Control Line & Free Flight	Leopold	WCS
	13-15	Avalon Airshow weekend		
	14-16	South Pacific Scale Masters	cancelled	VRF
	16	Pylon Racing: Q500 and also: <b>NEW EVENT: Boomerang Racing</b>	Lilydale	L&DMFA
	21-22	Old Timer,	HaddondField, Ballarat	BAM
	22	Monty Tyrrell Scale Rally	Pakenham	P&DARCS
	22	Annual Display Day	Keilor	K&DMAS
	29	F3A Pattern Aerobatics	Rosebud West	NMAA

## Safety Officer Report

Paul Somerville



There have been a few grumblings about flying over weight models without the correct permits. It is the responsibility of the individuals who want to fly these large models to obtain the correct permits and paper work. These models can not be flown at all until a heavy model inspector has been called in to inspect the model and the pilot has been authorised to fly. And you are only allowed to fly certain manoeuvres that are on the paper work that the heavy model inspector has permitted signed off. If you do not have a permit you are not insured. No test flight or trim flights. The model cannot leave the ground until you have a heavy model inspector at your side.

My position at the club is not to be a full time cop; it is only a volunteer position at the club to assist fellow members that have problems with safety issues. It is everyone's responsibility to be safety officers at the club and report back to me or fellow committee members that have safety concerns.

Now that we have all gone through the recent heat wave and total fire ban days, I plead with you not to fly with any models and I mean all models of any description on total fire ban days. You wouldn't want to be held responsible for any fires started due to crashing nor does the club want to be held responsible for damage to property, livestock and injuries / deaths to people. If you want to fly so badly go out and purchase a flight simulator and get your stick time at home in the cool of your home.

## Registrars Ravings

Rob Till

### Membership List

Membership cards for new members are gold coloured to assist other members to recognise them and help them settle down in the club. We hope that you will enjoy flying with us.

The Plastic Membership cards are in progress and we are awaiting a final format from the supplier to be agreed.

The Membership List was published in November 2008.

### New Members

Please welcome the following new members:

<b>Benjamin Boldeman,</b>	Berwick – new Provisional member
<b>Peter Dryden,</b>	Lynbrook – new Provisional member
<b>Ernest Hancock,</b>	Berwick – new Pensioner member
<b>Bruce Horskins,</b>	Pakenham – new Pensioner member
<b>Jeffrey Peck,</b>	Mount Eliza – new Full member
<b>Sasha Stark,</b>	Frankston – new Provisional member
<b>Paul Webber,</b>	Hampton Park – rejoined Full member

## Vale Bernard Halstead

A short note from Bernard's wife Lesley is copied below: The P & DARCS Committee & Members would like to extend their deepest sympathy to Lesley.

Bernard Halstead died on 23 January 2009 after a long illness. He spent many happy hours with the men of P&DARCS over the years.

## Wanted

### Wanted: Information on Model transport Trailers

I am looking for any information on model trailers that club members have built / bought over the past years. Pictures, photographs, diagrams i.e. wing racks, fuselage racks; field equipment storage facilities will be gratefully accepted.

The idea behind this is to assist fellow club members in building / purchasing said trailers'

I want to put an article together for one of our future news letters and perhaps have a show and tell at one of our club meetings of different trailer concepts and the madness behind the finished design.

You can email me or catch me at the club with your information.

Paul Somerville

### Wanted: Clancy Aviation LAZY BEE ARF electric

If you have one under the bed or on top of the wardrobe that you will never build then I am interested

Ian Thompson 0408 33 55 23

### Wanted: Enya 90FS Parts.

Could anyone whom may have an enya 90 FS in the parts draw please contact Jon Goudge. A recent unexpected contact with firm ground due to a servo failure has rendered my old reliable enya 90 a little worse for wear.

Specifically needed are:

Rocker cover

Head.

Contact details are

Phone: (03) 86470963

Fax: (03) 96384064

Mobile: 0400688787

# Ugh!

Some of the ugliest aircraft ever made!

Richard ( Dick ) Ryland

## Farman Jabiru

The French brothers Maurice, Richard and Henri Farman were wonderful pioneers of early aviation building aircraft from 1909 until WW11 when their company was nationalized. An early example of their skills can be seen in the Maurice Farman Shorthorn which was used by the Australian Flying Corps for flying training in England and at Point Cook during WW1. One of these aircraft is now on display at the RAAF Museum at Point Cook. You must see it. It is so easy to get to, it's free and the sight of that particular aircraft always takes my breath away as I enter the Training Hangar section of the museum.



The Farman Aviation Works however went on to become responsible for what is widely regarded as the ugliest airliner ever built! Airliner fuselages then tended to be uninspiring slab-sided things but it was mainly the engine placement which brought the Jabiru undone. Many a manufacturer has felt the need to add an engine to the nose and found it too difficult to fair it nicely into the fuselage or lacked the time to do it due to commercial pressures and the result has often been.....well, ugly. The Farmans went one better and actually designed a nose-mounted engine configuration which was not just ugly, it was positively grotesque!

The poor pilot actually sat in an open cockpit at the top of this conglomeration just behind the central engine. Taxiing from up there was apparently very difficult and I can only imagine that judging the landing would have been a nightmare. Four aircraft were made by 1924. Two were lost in accidents and the remaining two were with drawn from service in 1925.....enough said!

An improved and relatively pleasant looking version with four engines mounted very neatly in pairs went on to give good service particularly in Denmark. You will see a picture of that aircraft on the *fartplan*...er, Danish for timetable I'm told.

An English modeler with a penchant for building and flying models of particularly ugly aircraft has made an excellent electric model of the Jabiru. I got these pictures of his work from a particularly amusing thread on RCGroups.com. There's nothing amusing about the Farman Jabiru though...just ugly, ugly, ugly!



## Book review by Wal

Like to read a couple of good books



Try ,  
"The Persimmon Tree" by Bryce Courtney

It's about the life of a young couple caught up in war. He is the son of a missionary, born in Japan and lived there until he was a teenager. His father was transferred to Java , a Dutch colony ( now Indonesia ) where he meets a girl who is the daughter of Dutchmen and a native girl. The Japanese invades Java and he takes the family boat and sails to Perth. She will not accompany him because her sick father .He joins the navy and is soon in intelligence because of his knowledge of Japanese Her story is told of the harsh occupation of the Japanese.

The sequel, " Fishing For Stars " tells of their being reunited after the war. The author cleverly weaves a lot of happenings in Australia into the story, such as the Franklin Dam and Nero House and makes for good reading.

Both books are in the local public library.

Also, the best airplane book I have read is , " Fate is the Hunter " by Earnest K Gann .

It's about a barnstormer who joins an airline company as a cadet and it's his story as an airline pilot Also in the local library

## Mug of the Month

### The facts questioned !!!

Dear David,

*As usual there was a total misinterpretation of the facts surrounding my aircraft penetrating the top of the water tank.. I was in fact endeavouring to re-enact the heroic events relating to the Italian Ace Antonio Imbroglia during World War II with a view to offering the performance as the novelty event for the VMAA Trophy.*

*As any student of the Italian aviation history of that time can tell you, (and there is not much to learn) Antonio was droning along peacefully singing "Cielo e mar" to himself trying to stay out of trouble when he saw his starboard wing slowly come up and salute him. Being too brave to wear a parachute it didn't take him long to work out that he faced the final sacrifice. Spiraling down he saw a large allied fuel dump and decided to head for that as best he could. As with everything he did in his life, it ended in a big bang.*

Yours truly,  
Frank Dibble

MY apologies Frank I didn't realize that your were practicing a scale maneuvers. Ed



## Food for thought

I have kleptomania, but when it gets bad,  
I take something for it.

Suicidal twin kills sister by mistake!

My short-term memory is not as sharp as it used to be.  
Also, my short-term memory's not as sharp as it used to be.

In just two days from now, tomorrow will be yesterday.

A bartender is just a pharmacist with a limited inventory

The statement below is true.  
The statement above is false.

I may be schizophrenic, but at least I have each other.

I am a Nobody. Nobody is Perfect. Therefore I am Perfect.

Dyslexics Have More Nuf.

When you work here, you can name your own salary.  
I named mine, "Fred".

Money isn't everything, but it sure keeps the kids in touch.

Red meat is not bad for you Fuzzy green meat is bad for you.

I am having an out-of-money experience.

Corduroy pillows are making headlines!

I want to die while asleep like my grandfather,  
not screaming in terror like the passengers in his car.

## Upgrade to Charging Facilities

If you have been down to field of late you will notice that our charging facilities have been upgraded, The original system just didn't envisage the growth in electric flight or the battery capacities that would be used. Sadly it just wasn't coping.



Phil Langton put an upgrade proposal to the committee that was accepted and Both Phil and Frank McPherson have now completed the upgrade so there should be enough thingywatt amps flowing to keep you all happy./ You may also notice that there are addition charging points now available on the outside of the Hay shed posts.

Please keep in mind when using the charging stations that quite a few member now use the facility so don't clutter your models around the charging points once they are charged. Keep the area clear.

## Coming Soon

# The Monty Tyrrell Scale Rally 2009

22<sup>nd</sup> March 2009, P&DARCS Field

*This is a fantastic event , no pressure just fly your model as the real one would fly. The only judging will be how scale like your flights are.*

*Last Month the rules of the event were posted and these are available on our website. This month we will recap the history of the Monty Tyrrell Scale Rally .*

The rally was first conceived in 1990. This was the result of some lunchtime meetings between Monty Tyrrell and me, with regards to this new concept of scale rallies that were being run in The USA. No three views were needed and there is no static judging. I approached Monty with the view of organizing and running an event at P&DARCS. Monty was very enthusiastic about the idea. He suggested an event called box top scale but it was decided that modelers were very conversant with full size aircraft and the only time a three view would be needed was if the aircraft was a very obscure design. We discussed various means of judging the event. I was eventually decided to keep it low key with the view of encouraging modelers to have ago at scale. I then proceeded to write down the basic rules and with much discussion and Monty's blessing I then presented it to the committee. They approved. Whilst organizing the first rally Monty's wife became very ill and so Monty's help was relegated to offering advice when required and this was much appreciated.

Ian Thompson kindly stepped in to lend a hand. Ian tried to organize some corporate sponsorship but unfortunately we had the recession we had to have so this was not forthcoming. Ian did all of the artwork for the original trophies as well as commissioning them. I drew up the entry form as well as the promotional flyers to send to the clubs. Ian then re did them so that they were presentable.

It was decided that the first rally would encompass all scale models except free flight. RC fixed wing , control line scale and helicopter scale were run. Well, the day dawned and what a day it was.

Ian and I continued to run the event the following year. Interest in the other forms of scale, control line and helicopter were poorly represented so just fixed wing was catered for. But it was no doubt that this event was firmly fixed in the P&DARCS Calendar.

Sadly in 1992 Monty Passed away and it was overwhelmingly decided to name the rally in Monty's honor.

Well the rally is still going 19 years after its inception. Thankfully others have stepped in over the years to run the event. In 2008 I was approached by David Walsh and asked if I would be interested in running the event once again. David offer to help me and it was a fantastic success. The success was definitely attributable to the fantastic volunteers who stepped in on relatively short notice to help.

## The winners of that very first event were:

<b>MAMMOTH SCALE</b>	1 <sup>st</sup> Anthony Mott	BLOHM AND VOSS	<b>STAND OFF SCALE</b>	1 <sup>st</sup> Gary Sunderland	MARTINSIDE
	2 <sup>nd</sup> Frank Curzon	EINDECKER		2 <sup>nd</sup> Rex Mitchell	JUNGMIESTER
	3 <sup>rd</sup> Barry Angus	FOKKER TRIPLANE		3 <sup>rd</sup> Roly Gauman	STEARMAN CADET
<b>HELICOPTER</b>	1 <sup>st</sup> Rob Barbuto	BELL LONGRANGER	<b>CONTROLLINE</b>	1 <sup>st</sup> Kieth Baddock	LIGHTNING P38
	2 <sup>nd</sup> John Wessel	AGUSTA		2ND Gary Thornton	MUSTANG P51
	3 <sup>rd</sup> Nick Casbafy	BELL 222		3RD Peter Harrison	SKYRAIDER

## The future

Well in 2009 there will be a car boot sale organized by Ivan Chiselett for those who want to off load some modeling gear. In the event itself there will be Two lots of trophies: 1st 2nd and 3rd for Scratch Built Models and 1st 2nd & 3rd for ARF models. As well as the Monty Tyrrell Trophy which will be presented by pilots choice. It will be for the aircraft that promotes the true spirit of building/flying or scale model aircraft.

We will also have prize draws for the pilots and helpers during the day.

And Rumour has it that a real life Spitfire Pilot will be visiting to see a scale model of the Aircraft he flew taking part in our event.

**So mark it down on your calendar and make a bee line for the field on the 22 March 2009**

## Addies Hobbies

Serving Melbourne's south Eastern Suburbs

We Stock or can get  
all Major Brands

Specialising in  
Radio Control Aircraft  
Large range of Balsa & Spruce

Also Stocking  
R/C Boats – R/C Cars  
Motors – Helicopters  
Kites – plastic Kits

and a full range of Modelling &  
Radio Control Accessories

641 Nepean Highway  
Carrum 3197  
Ph/Fax (03) 9773 3955

**We Have Mail Order**



## The HobbyMan

46 McCrae Street  
Dandenong

Come in and Check out our Ever Expanding Range.

Now Stocking VMAR, PHOENIX, SEAGULL, GREAT  
PLANES & KYOSHO

Electric Flight  
OS, Saito, JR, Hi-Tech, GWS

(03) 9794 5999 (03) 9793 9108 fax

## Perma-Grit Tools

Tungsten Carbide Abrasives

Graham Smit

Perma-Grit Tools (Aust) Pty Ltd  
B11, Scoresby Industry Park,  
Janine St, Scoresby, VIC 3179  
Tel: (03) 9763 5846  
Fax: (03) 9764 8890  
email: sales@permagrit.com.au

Shop online at [www.permagrit.com.au](http://www.permagrit.com.au)



Stocking only quality Products and  
Accessories for the R/C Modeller.

20 Spring Square  
Hallam Vic 3803

PH/FAX (03)9703 1160

[hallamhobbies@optusnet.com.au](mailto:hallamhobbies@optusnet.com.au)

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

Sausage Sizzle  
1<sup>st</sup> Saturday of every month

Kevin Chiselett  
M: 0409 425 312  
E: kevin@scmodels.com.au

Andrew Smallridge  
M: 0417 378 753  
E: andrew@scmodels.com.au  
W: www.scmodels.com.au

### P&DARCS Newsletter

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

Postage

Paid

Australia