

P&DARCS

NEWS OCTOBER 2012



Picture: Andrew Mysliborski

A successful maiden flight, Tom Shaw's neat Tiger Moth
The Flight Team, L to R, Barry Law, (test pilot) / Tom Shaw, (owner builder)/ David Glossop,
(factotum and scribe)
See the full description of this event on page 7

REMINDERS:

- # **THE NEXT TWI – FLY IS ON SATURDAY OCTOBER 27th, BE THERE**
- # Leave the gate padlock open on the hook, making it easier to re-lock later

Next Club Meeting + Co-op AGM, Sunday October 7th
At The Burley Field, 1-00 pm start

BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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Cranbourne 3977
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Editor's Bit

This article was gleaned from an Aviation Safety magazine by Alan Foley, on how to extinguish a LiPO fire

FIGHTING A LITHIUM BATTERY FIRE

Lithium battery fires have distinct characteristics, they need to be fought in **TWO STAGES** :First, by extinguishing the flames, followed by cooling of the battery to prevent re-ignition
The recommended procedures for fighting a Lithium Battery fire is to :

1. Use a Halon- replacement, or water extinguisher to extinguish the fire and prevent it spreading to other flammable materials
2. After extinguishing the fire, douse the device with water, or other non-alcoholic liquid to cool it, preventing additional battery cells from heating to the point of thermal runaway

(In an recent 2008 incident, a U.S Flight attendant brought a smoking laptop battery to a safe and sticky end using lemonade)

Here is an example of a LiPO battery,(6S 5000mAh), that has been severely damaged yet did not burn, Ex Frank McPherson's Decathlon (deceased)



Frank McPherson Editor



What's On

At P&DARCS 2012

October

27 Twi – Fly Burley Field

December

2 F3A aerobatics Burley Field

12 Annual Christmas Twi-Fly Burley Field

From the VMAA Events Calendar 2012

September

15-16 Mammoth Scale Fly-in Shepparton

15-16 Old Timer / Texaco

'38 Antique Cohuna

16 F3A aerobatics Caldermeade

October

6-7 F3A Aerobatics Twin Cites

12-14 Seaplane Weekend Lake Hume

November

3-4 Fun Fly Ararat

11 Classic Pattern Aero' Rosebud West

10-11 Old Timer + + Cohuna

24-25 Annual Fly-In + Swap Meet Hamilton

President's Report

Several very disturbing emails have just come to me (and all committee members), regarding what in polite terms can only be called "ungentlemanly behavior".

Let it be known right now, that in my view

NO FINANCIAL MEMBER OF THIS CLUB HAS MORE RIGHT TO PARTAKE OF OUR FACILITIES THAN ANY OTHER FINANCIAL MEMBER.

It has always been the accepted thing to give free air space to fellow modelers WHEN POLITELY REQUESTED for the purpose of perhaps a maiden test flight or a pilot taking a wings Proficiency test.

The carry on at the strip last Sunday was totally outside the of the atmosphere we have come to expect at our club, and as far as I am concerned, if those people are not prepared to act in friendly fellowship then they should look for somewhere else to vent their bad attitude because I would not be making them welcome here.

Having expressed my thoughts on that subject, I move to things more to do with our club operations.

The usual small group of seemingly tireless workers have been carrying out works around the property.--some in particular,(whom I dont need to name) seem to have made it their full time job. Thanks guys.

Bill' Reynolds, Pres'

Secretary's Report

General meeting held 1st September at the "Burley Field" Wenn Rd. Cardinia.

Meeting opened at 1300hrs.
Members Present 20

Apologies: Barry Law, Phil Langton, Don White & Paul Webber

Minutes of the previous meeting:

Moved Paul Somerville that the minutes of the previous meeting be accepted, seconded David Glossop
Carried.

Business arising from previous minutes:

Nil

Secretary:

Secretary was absent due to illness. Minutes were taken by Ivan Chiselett

Registrar: Registrar was absent but Daniel Jenkins advised the following; The club has 155 Members.

There are two new member applications, Derek Wee and Geofery Lowrey. He also noted that two of the new keys were lost in the post during the mail out.

Building Manager: David Glossop noted that the shade cloth required to be secured. It was noted that this work was in hand and will be done very soon.

Equipment Maintenance: No appointment.

Field Manager: Norm Morrish reported that the runways have been sprayed for "flat weed". He noted that there were no signs of the Kikuyu grass after the poisoning done earlier. The new fine couch grass is coming on well and he is confident that it will be well established after the growing season. The piles of dirt from the drain construction will be spread when the field conditions allow it.

Treasurer:

The treasurer advised that membership subscriptions are at the level where the club has sufficient funds to operate and has \$3,000 available for development projects.

Social Officer

Daniel advised that he was canceling the Twi-Flight due to the very wet conditions of the field.

General Business:

1. **Tractors.** Paul Somerville advised that he had fitted a reconditioned seat to it. He further advised that he had fitted a new seat to the Kubota tractor.

2. Paul Somerville advised that the new 25,000 litre tank has been installed.

3. Paul Somerville advised that the drainage pit at the back of the club rooms has been completed and is now operational. It only requires a weather proof power point to be installed nearby

4. Norm Morrish advised that he had contacted the Cardinia Council requesting them to clean the drain alongside Fowler Road.

5. Ivan Chiselett advised the meeting that the committee were looking at ways to secure the equipment from future flood damage. He noted that one option they were investigating was to obtain vehicle lifts and therefore store the equipment in an elevated position above an estimated flood height of about 1.8M. he noted that this may require the construction of a new shed or the significant modification to our existing shed. Whichever option is decided on it will be a significant cost to the club but we need to act to secure our valuable equipment from future flood damage

6. Norm Morrish advised that he is hoping to obtain some broken bricks which will be spread in the western car park to improve the surface and make it usable in the wet.

Meeting closed at 2:05pm. When Andrew Smallridge gave a presentation on the construction of his 80" Spitfire.

Next general meeting Sunday 7th October at the "Burley Field" Wenn Road Cardinia at 1300 hrs.

Don White, Secretary, (via Ivan Chiselett)

NOTICES

Rubbish Dumping on Wenn Road

Please keep a look-out for any vehicles stopped on Wenn Road, and look like dumping rubbish, try to get some details of the vehicle, and we can report the offenders to the local Council

Models being assembled in the Hay Shed

There has been an increase in people using the Hayshed & BBQ area, to assemble their models when they arrive at the field.

The Hayshed area is for members to sit & socialise in, and as protection from rain, not for putting models together.

There is a risk of someone tripping over a model and damaging it

Please use the pits area for assembling models.



Webmaster's Report

The hay shed cam had an issue last month. It had reached the maximum connections (10) and locked up. A reset fixed it.

I had an email from our Internet provider yet again last month which said:-

You are about to reach your peak limit with 16021MB currently used. Please note that your connection will be slowed if you exceed your quota limit. This means your downloads may get slowed to 256kbps and your uploads slowed to 256kbps until your quota is reset

As I said, I suspected that connections were being left open to the Webcams, well I had a look and there were some connections staying on for three or four hours, and one was on for over eleven hours. To be honest I do not believe that these are members because of all the warnings I have given.

To address this problem, I have coded a two minute timer on all the webcam pages. After two minutes, the webcam page will be closed and the P&DARCS home page re loaded.

The Website stats are as follows.

2,850 Visits.

795 Unique Visitors.

12,784 Page views.

Weather Source Page

1,929 hits

Webcams Hits.

West Cam 1,340 hits

East Cam 1,921 hits

Hay Shed Cam 1,850 hits

Regards,

Paul Webber, Webmaster

Registrar's Report

Membership Renewals

This has mostly settled down now. There are still a couple of un-financial members that have said that they will be renewing soon. Once they have I will do a new membership list.

Keys / Badges

Keys

The new keys are all changed over. There is a tin in the Club House to put your old in key if you happen to have it while you're at the Club.

Remember that the Yellow key is the normal Club key, Green Tractor shed, Blue Kitchen and Black is a master.

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 your 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 (preferred) snail mail (Club mail address) or least preferred by phone (my mobile).

Members to date, as detailed below

Cheers,

Paul Webber, Registrar

Phone 0417 558 779

Email: Registrar@pdarcs.com.au

	Paid 2012-13	Unpaid	New 12-13
Associate	4	0	1
Full	96	0	0
Junior	0	0	0
Life	3		
Non-flying Full	0	0	0
Pensioner	36	0	0
Probationary	9	0	4
Student	2	0	0
Spouse	1	0	1
Resigned		14	
Lapsed		15	
Re Joined	2		
Passed Away	2		
Sub Total	155	29	6



Social Director's Report

Not much happening on the Club social front in the last month. A big thank you to Andrew Smallridge who at the last general meeting gave a presentation on the Mosquito aircraft he's scratch building. The detail on this model was fantastic. Andrew had placed huge amount of detail into his moulds, which included tiny rivets. Then according to him it was an easy job to just create new fibreglass parts. I'm not convinced. The details were far too good to be "easy".

Just a couple of reminders. On the weekend of the 29/30 September is the Model Engineering Exhibition. This event only comes around every two years, so it's worth making the effort to attend. Details can be found at www.msme.org.au.

On the 27th of October we have our next Club Twi-Fly. Bring a model & some snags & we'll fire up the BBQ (To destroy any evidence should you crash in the dark)

Daniel Jenkins, Social Director

Buildings Officer's Report

No report for this month

David Glossop, Buildings Officer

Facilities Manager's Report 2012

Facilities Manager's Position is Vacant

Safety Officer

Alan Foley offered his services as Safety Officer, and has been approved by the Club Committee. We are looking forward to working with Alan in this important role

Field Manager

Field Managers Report - September 2012. By Norm Morrish
Hi guys, eventually we were able to use the Front Deck Mower to mow the runways.

As you are aware, the runways were very soft so we used a gang of three John Deere Ride On mowers, and this only takes 1.5 hrs, but 3 mower men. (see picture opposite)

Thank you Doug Dorrat for bringing your mower down each time to mow.

We were waiting for the runways to firm up a little more, then we were intending to roll. Unfortunately a gate from the eastern cow paddock was not secured and on the 14th and 15th, the cattle damaged our runways and two trees along driveway.

Great effort by "Farmer" Doug Dorrat for rounding them up, on his own to get them back into the paddock.

Thanks also to our editor Frank for picking up all their deposits. Nine hours of rolling has now repaired the runways and pits, so you should not rip an undercarriage off.

On the same topic, the sprinkler heads had sunken well below the runway surface and so these have been covered by dirt until we get a working bee organized in the drier weather to raise them.

The piles of dirt on the south side of main runway will be used to fill in some old spoon drains in that same area when it dries out a bit.

We also need to do work in the farming paddocks to improve access for the farmer using the piles of dirt in his paddocks.

Thanks Billy Hawkes for your help in filling in the potholes on our driveway.

Good flying guys, now that the better weather is coming !!!!

Norm Morrish Field Manager

The Mowing trio, Norm + Doug + Peter



Picture: Peter Harrison

Notice of Annual General Meeting Darcsfield Co-operative Limited

The Annual General Meeting of the Society will be held at the P&DARCS Club 30 Fowler Rd Cardinia VIC 3978 at 1pm **Sunday, 7th October 2012.**

Ordinary business of the meeting will be:

1. To confirm the minutes of the last AGM
2. To receive from the Board, Auditor or any officer of the Society reports upon the transactions of the Co-operative during the financial year including balance sheet, trading account, profit and loss account, statement of cash flows, and the state of affairs at the end of the financial year.
3. To elect and confirm the remuneration (if any) of the Directors. Mr P. Harris and Mr M. Norton are retiring as directors as required by the rules and offer themselves for re-election.
4. To appoint an Auditor
5. To transact any special business of which notice has been given to members in accordance with the rules.

The rules provide that any member having a resolution to submit to a general meeting "*shall give written notice thereof to the Society not less than twenty-one days prior to the date of the meeting*". Any such notice must be sent to:

The Secretary
Darcsfield Co-operative Limited
58 Baker Road
HARKAWAY VIC 3806

P&DARCS CALENDAR FOR 2012

Date	Day	Confirmed?	Location	Details	Organiser
August					
5 th	Sun	Yes	Burley Field	Club Meeting & AGM	
23 rd	Thu	Yes	Dingley	Committee Meeting	
25 th	Sat	Yes	Burley Field	Twi-Fly	
September					
1 st	Sat	Yes	Burley Field	Club Meeting	
20 th	Thu	Yes	Dingley	Committee Meeting	
October					
7 th	Sun	Yes	Burley Field	Club Meeting & Coop AGM	
25 th	Thu	Yes	Dingley	Committee Meeting	
27 th	Sat	Yes	Burley Field	Twi-Fly	
November					
3 rd	Sat	Yes	Burley Field	Club Meeting	
22 st	Thu	Yes	Dingley	Committee Meeting	
December					
1 st	Sat	Yes	Burley Field	Club Meeting (Summer)	
2 nd	Sun	Yes	Burley Field	APA Pattern	
12 th	Wed	Yes	Burley Field	Annual Christmas Twi-Fly	

FOR SALE



Caravan, Jayco "Eagle"

One owner since new Nov 2008. Regularly serviced
Excellent condition(always stored undercover), with quality full canvas awning/annexe, flys, pole carrier, innerspring mattress to queen bed, TV antenna, microwave, weight distribution hitch (level rides) & prestige caravan cover. Can sleep up to 6

Price \$18,400 or reasonable offer.

Contact David Walsh
0409133591



Example picture only

For sale, a Marutaka kit for a Douglas C47, skytrain.

Wingspan 2112 mm.
Motors, twin 35/40 2 stroke
6ch radio required.
Asking price \$ 350.00 or nearest offer

Darryl Cope, contact no 97023815

From our Flying Field

Tom Shaw's Tiger Moth, by David Glossop

On behalf of my brother-in-law Tom Shaw from Sydney, we would like to thank all involved in the maiden flight of his quarter scale tiger moth at our field on Tuesday 10th September 2012

Tom has spent six interrupted years building this magnificent machine. Not being a flyer himself, Tom looked around for someone capable and experienced enough to trust to commit this museum quality model to aviation

After having visited our flying field on many occasions over the years Tom decided that our field was perfect for it's maiden flight and brought it down from Sydney for the great event. It was an easy choice to put Barry Law "under the pump" to pilot the machine. Thankfully he took up the challenge.

To all of you down there at the field and lucky enough to see the tiger moth fly for the first time, it was quite obvious that Barry Law was the perfect choice for pilot. The day was perfect; the wind, what there was of it, behaved itself; the runway was (almost) perfect, and consequently the flights were also perfect. The plane looked just so majestic and the skill of the pilot made the flight look most realistic. One would have thought the tiger moth was full size.

Tom would like to especially thank those involved in making all this happen:

Barry Law-----Pilot
Bill Reynolds----- Ground crew
Mel Norton-----Ground Crew
Andrew Mysliborski-----Photography (stills)
Alan Foley-----Photography (video)

Tom's wife Marie gives special thanks to Andrew and Alan for lifting the responsibility of photography and video from her shoulders. Tom would also like to thank all members present on the day for all their various inputs, hints and help, and especially for cooperating in giving "clear air" for the plane's maiden flight.

For the "techno nuts" the vitals are:

Plane ----- Quarter scale "Flair" kit (basic)
Transformation from kit to FAA standard-----Tom Shaw custom build
Radio-----Hi Tec Aurora 9
Engine-----Saito 150 four stroke (20% nitro)
Propeller-----15 x 8 K series Master Airscrew

I would also like to add my personal thanks to all involved in this aviation adventure

David Glossop

Tom Shaw's neat Tiger Moth



Picture: Andrew Mysliborski

RECOVERING A MODEL FROM THE EASTERN BADLANDS

Monday 3 September 2012, Bill Rendall lost his model over the Eastern Badlands

Freddy Webb managed to make a mental note of the model's position along Wenn Road, (approx in line with the main strip), when the model went off the air

Fred's position along Wenn Road was recorded as a waypoint on Peter Harrison's Prado Satnav

Peter and Bill then drove into the centre main channel of the Melb' Water Eastern main drain in Peter's Prado, continuing along main channel to a point opposite to the waypoint saved in the Satnav, which is a very long way along the drain, from Ballarto Road

The Prado setup for this adventure trip was:- 4WD Low Range, Centre Diff Locked, High Rear Suspension selected, Soft Shockers seat belts tight watch out for the cross drain ditches, driving through deep mud and slush, testing the Prado 4WD traction to the limit

Then Peter and Bill, searched for the model on foot, bashing through the blackberry entanglement, but could not locate it
At this stage they decided to employ an aerial search, from their current position

Peter assembled his HD Wing Cam video camera equipped Easy Glider, and proceeded to fly in a slow, tight, low altitude search pattern, hoping the H.D Wing Cam recorded all details of the immediate area

That night, the video stream viewed on Peter's Laptop, showed the exact location of Bill's missing model, only about 2 meters from the track they bashed through the blackberries

An early trip next day to Fred's waypoint, saw Bill flogging another painful and bloody track through the blackberries with his extension car jack handle and a machete, this time from Wenn Road

The plane was found nose down, with minor damage, about 2 meters from search path made the previous day, the undergrowth being so thick, the model was unseen.

Well spotted Fred.

Model position spotter, Freddy Webb



Recovery driver / flyer, Peter Harrison



Blackberry-bashing / model getter, Bill Rendall



The model recovered, Billy's triumphant exit from the Badlands



FLYING IN PENANG, MALAYSIA, By Frank McPherson

Penang is the smallest of the 13 States of Malaysia, it consists of **two** parts, **Penang Island**, and the Mainland part called **Seberang Perai**. Penang Island has a population of approximately 6 million people, and is highly urbanised, with a clean water supply from two large dams, the Capitol of Penang is George Town, and is situated on the island

Derek and Joan Trusler started holidaying on Penang Island around 25 years ago, they liked it so much that they now have retired there and stay in an apartment for approx' 9 months of the year, returning to Melb' at the start of our warm season

Earlier this year I asked Derek about Rosemary and myself holidaying on Penang Island, for two weeks, Derek provided all the information we needed, arranged accommodation, showed us where to eat, what to eat, where to get local currency (Ringgit) , the sights to see, etc, etc, fantastic

Now Derek is a keen R.C Model Aircraft flyer, so he made enquiries, and located several small groups of people interested in the hobby They have been flying at various locations on Penang Island and on the Mainland, and he is currently flying at two locations, a **Soccer field** in George Town, and an open area on the Mainland, located at **Batu Kawan**

The group flying at Batu Kawan, have formed a Club called EAGLE R.C FLYING CLUB

The Club Committee are currently negotiating with local Authorities to have the site at Batu Kawan made a permanent Model Flying Field

Pictures of Flying Sites and Aero Modellers in Penang

The Flying Site in George Town, (Soccer Field)



Derek preparing his Eagle for flight

Flyers present on the day at George Town



Jeff about to take off



Yeap busy flying, kids and Derek at back

The Flying Site at Batu Kawan, on the Mainland



The flyers present on the day at Batu Kawan



L to R, Derek / Gary / Wong / Chung

Derek's pride and joy



A Toyota Avenza, locally assembled in Malaysia

Dr Teoh, at George Town Soccer Field



MILITARY CLASSICS *By Richard (Dick) Ryland*

English Electric Canberra

This company had only built aircraft under license to other companies but managed to win a competition near the end of the war for a jet bomber for the RAF. Like the earlier Mosquito bomber, it was designed to be a high altitude bomber without defensive armament, relying entirely on its speed and height to survive. The result was a very clean looking aircraft without turrets etc. and a large area wing to work in the thin air at height.

It was first flown in 1949 and from the very first it was acclaimed as a particularly delightful aircraft to fly.



An early semi aerobatic display at the Farnborough Air show met with official disapproval! There was an early problem with rudder over balance which was cured by slicing the top off the gracefully curved fin and rudder resulting in the unusually squat looking vertical tail.

Australia was the first overseas country to order Canberras and it was named after our capital city in response! Our aircraft fought in Malaya and Vietnam. Two were lost in Vietnam, the remains of the crew of one only recently located and returned home in a remarkable operation.

Extraordinarily successful, it served with *seventeen* air forces around the world. It was so good that the Americans swallowed their pride and purchased it for their air force! They made over four hundred of their version known as the B-57. It had a tandem cockpit instead of the unusual 'fishbowl' of the English Canberra which was said to act like a large magnifying glass in the sun leading to very, very, hot cockpits!

A friend of mine has recently imported the cockpit section of a Canberra and it was a real privilege to sit in the pilot's seat of one and imagine what it must have been like to fly in. Looking over my shoulder to where two other crew members sat in this version I was struck by the very cramped metal can like space back there with very little view out.....not where I would want to be going into battle!

The Canberra was soon outclassed in most Cold War scenarios but it continued to serve with smaller air forces for many, many, years. The RAAF kept theirs until 1982! Two highly modified B-57s are *still* flying with NASA as high altitude research aircraft!





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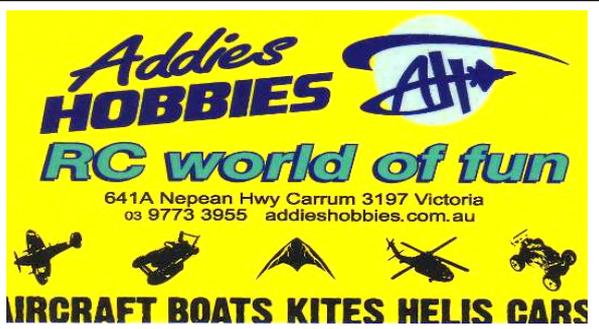


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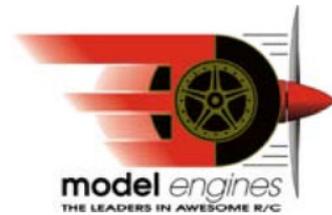


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Next Club Meeting, & Co-op AGM, Sunday October 7th
 At the Burley Field, 1-00 pm start

P&DARCS Newsletter

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

