



# P&DARCS

Pakenham and District Aircraft Radio Control Society



## P&DARCS NEWSLETTER OCTOBER 2024



**A huge congratulations to Seth Huntingford for finishing 16<sup>th</sup> outright at the ASFA (Aero Sports Federation of China) F3A World Cup held on August 21-25 2004.**

**Next Club Meeting Oct 2 Wed 7.30 - 9.30 pm**

## Committee Members:

**President:** Keith Quigg

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### Ordinary Committee Members:

John van de Waterbeemd

David Gibbs

## In This Edition:

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## Useful Links

P&DARCS [Homepage](#)

P&DARCS [Calendar](#)

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

## Upcoming Events

18 Sep

[Committee Meeting](#)

18 Sep (Wed) 7.30 pm – 9.30 pm

Oct 2

[Club Meeting \(On-Line\)](#)

2 Oct (WED) 7.30 pm – 9.30 pm

Oct 23

[Committee Meeting](#)

23 Oct (WED) 7.30 pm – 9.30 pm

Oct 26

[Spring Clean Working Bee](#)

26 Oct (Sat) 10 am – 3 pm

Oct 30

[COOP AGM \(On-Line\)](#)

30 Oct (Wed) 7.30 pm – 9.30 PM

## Editor's Report:

Hi all,

A big thank you to all the contributions this month.

This month's edition of "SPOTLIGHT" features Don Klein and what a fascinating read it is.

Breaking news is that one of our junior members, Seth Huntingford , has placed very well in the ASFA F3A World Cup in China. What an accolade for such a young man. He is definitely got a fantastic future ahead of him. I join with the whole club to congratulate Seth on making us Aussies so very proud.

I am also introducing an interesting section called Tips and Tricks which I encourage anyone to submit any helpful building tips or fuel set ups etcetera.

Please feel free to submit any stories or photos to share with fellow members to [editor@pdarcs.com.au](mailto:editor@pdarcs.com.au)

I look forward to hearing from you.

Cheers,

Liz





# China F3A World Cup 2024

From Norm Morrish:

Well young Seth has finished his Chinese World Cup finishing 16th out of 36. An amazing result for such a young lad. He definitely is a brilliant F3A flyer. He is now sitting back to watch the top 10 fly the finals. Next big event will be the APA championships early October where he will fly in the Team Selections to be our Junior at next year's World Championship in America. I will be there to barrack him on. We are very proud of you Seth and your dad Chris

From China F3A World Cup 2024:

Official, Seth has finished 16th overall out of everyone, not sure on anything junior yet but should be top.

Not sure yet but bloody awesome.



Mark Hu finished 11th so no Aussies in the finals.

Such an amazing learning experience, Seth has flown against the world champion in F3A







 <b>ASFC F3A WORLD CUP 2024</b> <b>DATONG CHINA</b> <b>August 21. -25, 2024</b> <b>Aero Sports Federation of China (ASFC)</b> 														
FLIGHT PERFORMANCE RANKING (飞行成绩排名)														
Pl.	选手 Name	队别 area	FAI PERMIT	St.-Nr.	P25-1		P25-2		P25-3		P25-4		P25 SCORE	
					D1	D1%	D2	D2%	D3	D3%	D4	D4%	MIN	SCORE
1	Lessi Nurilla	Finland	10600	35	2672.26	1000.00	2632.43	1000.00	2667.65	998.36	2664.34	1000.00	998.36	3000.00
2	Tetsuo Onda	Japan	110661	2	2613.23	977.91	2506.95	952.33	2672.02	1000.00	2528.93	949.18	949.18	2930.24
3	Yuhel Suzuki	Japan	64968	17	2523.08	944.17	2417.82	918.47	2585.97	967.80	2436.94	914.65	914.65	2830.44
4	Juan Rombaut	Spain	17485	31	2458.03	919.83	2525.14	959.24	2509.23	939.08	2466.27	925.66	919.83	2823.98
5	Zhan Xujun	China	168579	20	2349.08	879.06	2166.59	823.04	2450.95	917.26	2334.77	876.30	823.04	2672.63
6	Frazer Briggs	New Zealand	132344	36	2289.02	856.69	2276.69	864.86	2378.23	890.05	2372.32	890.40	856.69	2645.31
7	Huang Zhendi	China	81554	38	2227.13	833.42	2299.67	873.59	2403.63	899.56	2276.96	854.60	833.42	2627.75
8	Mario DEL Valle Villa	Spain	17618	30	2216.79	829.66	2337.18	887.84	2293.45	858.32	2229.99	836.98	829.66	2583.14
9	Miguel Rodriguez Moreno	Spain	92740	12	2173.41	813.32	2313.91	879.00	2277.78	852.46	2247.11	843.40	813.32	2574.86
10	Wu Sihong	China	168581	37	2176.43	814.45	2269.26	862.04	2193.97	821.09	2253.11	845.65	814.45	2528.79
11	Haitao Hu	Australia	165867	33	2127.11	796.00	2154.70	818.52	2243.96	839.80	2242.14	841.54	796.00	2499.86
12	Wu Hongbing	China	118028	39	2167.03	810.93	2020.56	767.56	2207.47	826.14	2281.00	856.12	767.56	2493.20
13	Liu Yufei	China	176510	32	2170.57	812.26	2154.43	818.42	2083.22	779.64	2293.08	860.66	779.64	2491.34
14	Yang Yening	China	176496	26	2091.76	779.02	2170.79	824.63	2199.92	823.32	2204.70	827.49	779.02	2475.43
15	Chu Tianfu	China	176495	29	2001.12	748.85	2154.92	818.60	2037.66	762.59	2184.74	819.99	748.85	2401.19
16	Seth Adam Huntingford(J)	Australia	173868	27	2016.97	754.78	2099.48	797.54	2059.54	770.78	2164.13	812.26	754.78	2380.58
17	Hu Wenyu	China	176509	23	1993.92	746.15	2116.00	803.44	2071.65	775.31	2081.70	781.32	746.15	2360.07
18	Gal Jiasheng	China	176512	22	1963.17	734.65	2113.11	802.72	2018.57	755.45	2125.76	797.86	734.65	2356.03
19	He Yingda	China	176535	8	1871.61	700.38	2119.70	805.23	1945.42	728.07	2180.02	818.22	700.38	2351.52
20	Shi Yijie	China	176488	4	1960.52	733.66	2073.28	787.59	1968.48	736.70	2203.46	827.02	733.66	2351.31
21	Wu Hangxuan	China	176517	15	1949.62	729.58	2105.37	799.78	2086.53	780.88	2024.14	759.72	729.58	2340.38
22	Huang Tong	China	176485	16	1865.40	698.05	2069.98	786.34	1957.45	732.57	2100.62	788.42	698.05	2307.33
23	Chen Naqun	China	176489	18	1834.80	686.61	2012.62	764.55	1991.37	745.27	2041.91	766.38	686.61	2276.20
24	Deng Haoyuan	China	176499	25	1927.71	721.38	1955.26	742.76	2024.36	757.61	2065.52	775.25	721.38	2275.62
25	Ye Congliang	China	176500	11	1991.49	745.25	1861.50	707.14	1958.81	733.08	2099.96	788.17	707.14	2266.50
26	Xie Yuxin	China	176491	14	1878.20	702.85	2040.28	775.05	1891.19	707.77	2065.42	775.21	702.85	2258.04
27	Li Baodong	China	118025	10	1830.73	685.09	1984.68	753.94	1901.66	711.69	2090.97	784.80	685.09	2250.43
28	Yan Wenhui	China	176503	5	1882.55	704.48	2048.51	778.18	1888.33	706.70	1992.78	747.95	704.48	2232.83
29	Russell Edwards	Australia	103159	7	1880.73	703.80	2016.67	766.09	1978.67	740.52	1896.76	711.91	703.80	2218.51
30	Scott Kay	Australia	139809	6	1896.57	709.72	1953.55	742.11	1960.74	733.80	1917.52	719.70	709.72	2195.61
31	Huang Yongming	China	176492	1	1693.77	633.83	1963.35	745.83	1890.19	707.40	1920.81	720.93	633.83	2174.16
32	Wu Junfeng	China	176516	19	1761.29	659.10	1796.58	682.48	1894.45	712.74	1931.53	724.96	659.10	2120.18
33	Seonsang Yoo	Korea	169169	28	1697.30	635.16	1797.03	682.65	1751.37	655.45	1991.24	747.37	635.16	2085.46
34	Xie Guangyun	China	176515	3	1714.14	641.46	1862.33	707.46	1650.35	617.64	1924.79	722.43	617.64	2071.34
35	JuneMo Ahn	Korea	174730	40	1687.50	631.52	1735.92	659.44	1661.92	621.97	2021.92	758.88	621.97	2049.84
36	Jinsung Kim	Korea	174734	24	1381.45	516.96	1493.53	567.36	1377.70	515.60	1575.30	591.25	515.60	1675.97

Jury (裁判组)



# DH88 Comet

Submitted by Mark Smith and Brian Evans:

Hi to All

Some photos of the DH-88 Comet Grosvenor House taken at the Shuttleworth Trust last weekend. One of the fellows from the P&DARCS Club Brian Evans, went there over 2 days and took these photos for me.

Thanks Brian. 😊



Point your smart phone at QR code to see a short clip of DH88 Comet flying.







SHUTTLEWORTH
www.shuttleworth.org/the-collection

## 1934 DH88 Comet

**The Collection's exhibit**

This DH88 won the 1934 England to Australia Air Race in 70 hours and 54 minutes. After its success, G-ACSS appeared in the 1936 Hendon Pageant (as K5084). It suffered several accidents in the hands of the RAF and eventually sold as scrap, before being bought by F Tasker and restored at Essex Aero Ltd at Gravesend. Renamed 'The Orphan' it gained fourth place in the England-Damascus Air Race of 1937, then renamed again and as 'The Burberry'. It set a new record for the out-and-back times to the Cape, and also when it travelled from England to New Zealand and home again in only ten days, twenty-one hours and twenty-two minutes.

It spent WWII stored at Gravesend, was restored to static for the 1951 Festival of Great Britain, and was given to the Shuttleworth Collection in 1965. Restoration to flying condition was begun, with the first flight in forty-nine years on Sunday 17th May 1987.

The aircraft returned from Hatfield to Old Warden in 1994, and the runway lengthened by 1999. In 2002, it suffered undercarriage failure when landing after its first test flight. Modifications to the structure were implemented and the aircraft finally flew again after successful test flights on 1st August 2014. It is now a regular performer at Shuttleworth air displays.

[www.shuttleworth.org/dh88comet](http://www.shuttleworth.org/dh88comet)

© Darren Harbor Photography

Aircraft Statistics	
Type Machine:	Two seat monoplane
Design Purpose:	Long distance racing
Wingspan:	44ft 0in
Overall Length:	29ft 0in
Engine:	Now fitted with 205hp de Havilland Gipsy Queen II x 2
Weight (empty):	2,840 lbs
Weight (loaded):	5,320 lbs
Max Speed at sea level:	220 mph
Range:	2,925 miles

**Video**

Scan the QR code with your smart device for a short clip of the **DH88 Comet** flying at Shuttleworth.



# P&DARCS Scratch & Kit Built Rally

Sunday November 10<sup>th</sup> 2024 - 9:00am

Field Location; Cnr Fowler & Wenn Rds. Cardinia, (50K East of Melbourne) Vic



**All Kit & Scratch Built Aircraft welcome. No ARF's please**

**Tell your friends to come and see some great model aircraft.**

- No documentation required – just fly and have fun. Starting 9am.
- Non-Scale aircraft welcome, they must be from a kit or scratch built.
- Pilots must be MAAA affiliates – MAAA cards and Model Permits must be sighted.
- 1,500ft ceiling height enforced.
- Model building projects most welcome, a trophy will be awarded.
- See web site, [www.pdarcs.com.au/rally](http://www.pdarcs.com.au/rally), for information & entry forms.
- Please note, dogs NOT allowed at field, even on a leash.
- HOLK RC will have a shop at the field.

**\$5 per car entry/registration fee for pilots and spectators.**

## Location Plan



**Sponsored by [HOLKRC.com.au](http://HOLKRC.com.au)**

# Spotlight



I am proud to be a member of this GREAT Club and am indeed honoured to be asked to scribe my profile for this highly regarded publication.

Our membership cohort covers a broad kaleidoscope of individuals with diverse nationalities, backgrounds, education, professions, and a wide enthusiastic interest in Radio Control Aircraft together with the challenge of skilfully piloting their airborne “BEASTS”. It is this enthusiastic spectrum of RC interests that is the vibrant fabric that wraps itself around us all...

....This is the heartbeat of our wonderful “P&DARCS Family”.

I’ve had quite a hectic professional journey....

From being Creative Director of ABC Television...to establishing a design, advertising and marketing company in Melbourne...to being founder of a moshav hydroponic farm in the Negev Desert, Israel, exporting tomatoes, roses, mangos and other agricultural produce to the European markets...to being the Creative Director of the largest Advertising Agency in the Middle East...to being the National Business Development Manager of a company back in Melbourne...to owning a retail business.

Over many years I have travelled extensively around the world. Experiencing first-hand, counties with different languages, cultures, architecture, food, art, and music, is the very best source of education (by far!).

In 1998, after being a member of DKRAC for some years (and having served as Club Secretary), together with about ten other members of that Club, I joined P&DARCS. I will never forget the very warm welcome we all received at our first Club Meeting from the then P&DARCS President, the late Rob Till (a gentleman’s gentleman). We were quickly made to feel a valued element of the overall membership. Way back then I clearly recall feeling so pleased with my decision to join such a “special Club”.

In 2000 I served as Vice President and “Event Manager” for that year’s Monty Tyrrell Rally.



Two decades ago, “the norm” was for experienced flyers to build their own aircraft from complex kits or from scratch. ARF kits were considered to be ONLY for “beginners”. I wrote an article in our newsletter predicting that there “will be a strong market” for experienced pilots to acquire ARF aircraft.

I stated that experienced flyers will be quite prepared to pay high prices for AFR aircraft as soon as the “plane product” quality is greatly improved. Back then my article was frowned upon by my colleagues because it was well known that I was not a “plane builder”....

...Well, how times have changed !...and Oh! How accurate my prediction turned out to be all those years ago !!!

Speaking of my attributes as an “aircraft builder” ...

...Once upon a long time ago there was a tenacious Club Editor by the name of David Walsh. He wrote a FULL COLUMN article in our newsletter with the title, “DON’S BUILDING TIPS” ....

Except for the “inviting heading”, the entire column was a BLANK WHITE SPACE. In the interest of full disclosure, I am prepared to confess that David’s article was perhaps the most accurate piece of journalism ever crafted.

In those days we conducted many “internal” Club events.

The most memorable (and most painful !!) for me being the “100 Lapper”. An air-race of 100 laps around pylons (with IC power of course).

Glenn Burgdorf was the pilot and yours truly was his caller of our aircraft affectionately named, “FUNNDUK” (the bright Fluro Orange plane in a couple of the photos). This flat-out race was unforgettable fun,

BUT unfortunately there were three mishaps !!

- Unfortunately, early in the race, one of FUNNDUK’s especially thin racing-wheels fell off in mid-air. Therefore, after each of Glenn’s skilful one-wheel landings to refuel, I had to be a “human catapult” over the fuel-drenched rubber take-off mat to “thrust” the plane to take off back into the air (via my body face down at ground level, sliding VERY forcefully over the fuel drenched take-off matt).

- Then, during the race (equally unfortunately) Glenn made an “out-landing” in a drainage trench at the north-western edge of the north-south runway. In the mist of the event’s extreme hype, I “zoomed” over to retrieve FUNNDUK and rush it back to the take-off mat where Glenn was standing.

I hurriedly lifted the plane out of the trench, hurriedly turned towards the re-fuelling/take-offs mat, hurriedly “launched” myself out of the trench...and “ping”...I had torn my right hamstring (Don’t even think about the excruciating pain !!!)...but nothing was going to stop me!

I just kept on running/limping (with the plane in my arms) towards Glenn at the take-off mat.

- Peter Harris was declared the winner overall. We came second overall. We were first in our aircraft category, but perhaps due to the adrenaline rush (equally unfortunately), declaring the winner of the “category” trophy was totally forgotten about on the day ?

After the exciting event was well-and-truly over, the gentleman who was officiating in the third pylon cage informed us that we had flown 101 laps ?...being ONE LAP TOO MANY !!

...They say, “It’s the competing that matters, not the winning” ??

We also formed a small group of “Formation Flyers”. With the same type of aircraft, each plane in a different bright luminous Fluro colour. We became quite good at flying in formation, executing simple routines together....Those were THE days !

I became interested in F3A Precision Aerobatics and have piloted various 2metre Pattern Ships, transitioning from IC to electric power along the way. I thoroughly enjoy the comradery of the F3A Group and also enjoy the experiences of attending other flying fields at F3A comps around the state. Like others within our flying fraternity, I had several long breaks between flying periods due to work commitments and caring for my aging father. However, when I was back at the field...I was BAAACKKKK (sort of) !!

Now being in my 80th year, I “folded my wings” two years ago. I am happy to report that I have acquired the dizzy altitude of being appointed to the lofty position of Official Cheer Leader of the VPA....

....Oh! WOT a feelinggg!!!

In my retirement I have discovered an AMAZING PHENOMENON !!!....

...The longer it becomes since one flew, the better flyer one used to be

Finally, I am motivated to express my appreciation for the warm relationships, good fun and bucket-loads of laughter we’ve shared together. Laughter is the therapeutic elixir for the soul !

I would also like to take this opportunity to thank ALL the dedicated Club Committee Members for managing our Club’s affairs on our behalf over the years.

May the wind continue beneath your wings.

**Don Klein**













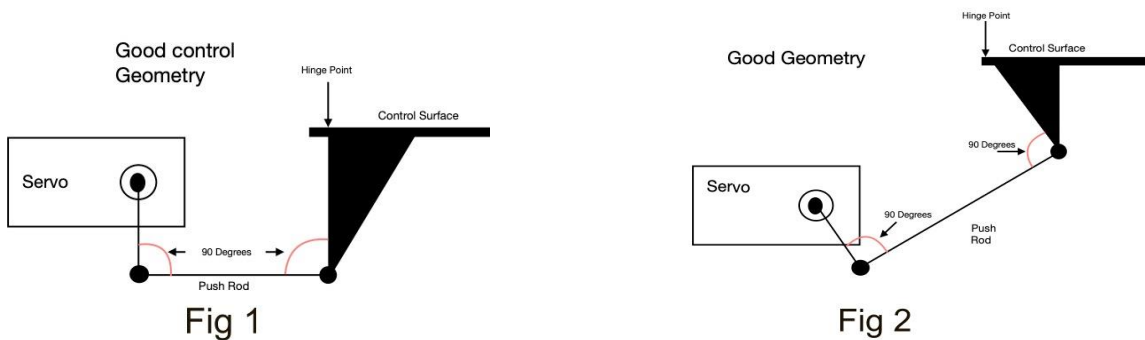






# Tips, Tricks, and Ideas

## Basic Control Setup



When setting up the control system of a new model, the geometry of the control system is very important. The better the mechanical geometry the better the model will feel. In Aerobatic disciplines such as IMAC and F3A, these base setups are done meticulously to make the model feel as neutral as possible.

Fig 1 and 2 show the desired setup for the most symmetrical control movement. Fig 1 shows a straight push rod run; Fig 2 shows an angled setup. When the control system is setup, it is important that the push rod is at 90 degrees to the servo arm and surface horn when the stick is centre, in the case of throttle it should be at half, and with flaps, it should be at half flaps. This should be done before any adjustment is done in the transmitter. Once this setup is achieved as near as possible, only minor adjustments should be needed on the transmitter.

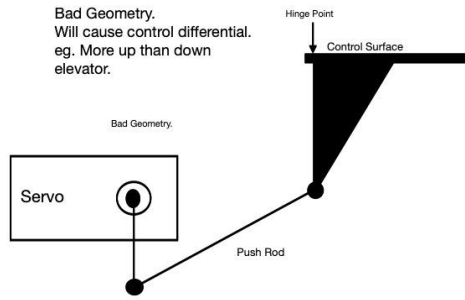


Fig 4

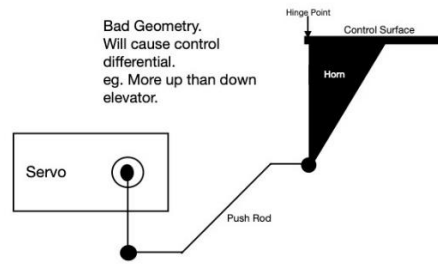
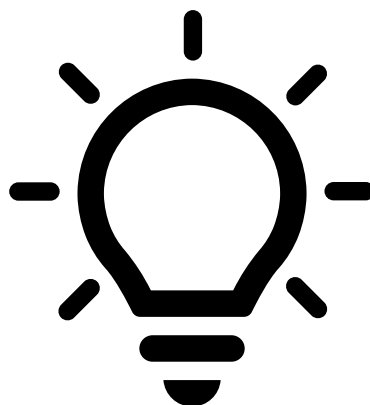


Fig 3

Fig 3 & 4 shows undesirable control setup, both these setups have the same problem even though the push rod is bent on one of them. These setups will cause the control to give more throw in one direction than the other, called differential, although modern transmitters can program most of this out, it is still not ideal as the servo will use more power in one direction than the other on a control surface.

If anyone wants to discuss the above in greater detail, please reach out to Simon Ventevogel. He will be happy to chat to you all.







Don't forget October 26th  
Spring Clean Working Bee  
26 Oct (Sat) 10 am – 3 pm  
Field will be closed for  
flying – all welcome to  
help!

# RECIPE OF THE MONTH

## Quick and Easy Apricot Chicken

With the price of food going through the roof, I've started to hark back to some of the old fashioned, cheap, and cheerful meals that were popular when I was a child. This one has stood the test of time and is absolutely delicious. Enjoy.

Tips:

I wasn't sure if apricot nectar was still around, but it is available in supermarkets in 400g tins.

I used half plain flour and half cornflour for the coating as this thickens up the sauce during cooking.

There is seasoning in this recipe as the French onion soup mix is quite salty. Certainly add some in if you are using the reduced salt packets. They are around 45g in weight so you will need two.

We enjoyed our apricot chicken with good old potato gems. I felt we'd been transported back to the 70's.

Amounts shown will feed six people.





**Ingredients:**

6 chicken thighs skin off

90g of French onion soup mix

800ml of apricot nectar

1/2 cup of plain flour

1/2 cup of cornflour

2 tablespoons of cooking oil

Spring onions, finely sliced for garnish

**Method:**

Preheat oven to 180C

Slice chicken thighs in half

Place the flours and chicken thighs in a plastic snap and toss/shake until completely coated

Heat the oil in a large baking or casserole dish

Take the chicken out of the flour and shake off excess

Fry the chicken pieces quickly on both sides until just golden

In a large jug, combine the soup packets and apricot nectar, mix well, then pour over chicken

Cover and bake at 180C for 50-60 minutes

Serve with rice or vegetables garnished with spring onions

# P&DARCS Calendar

## September, 2024

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

## October, 2024

02 (Wed) 7:30 pm - 9:00 pm [Club Meeting \(online\)](#)

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

26 (Sat) 10:00 am - 3:00 pm [Spring Clean Working Bee](#) Field Open: **No**

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

## November, 2024

09 (Sat) 2:00 pm - 4:00 pm [Mini Working Bee for Rally](#) Field Open: **No**

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

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

## December, 2024

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

08 (Sun) 9:00 am - 4:00 pm [VPA Pattern Event](#) Field Open: **Partial**

## April, 2025

12 (Sat) - 13 (Sun) [ASA Monty Tyrrell Scale Rally](#) Field Open: **No**



