



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER AUGUST 2025



So happy we could be there celebrating their upcoming world champs!

**Next Club Meeting and P&DARCS AGM On-Line 06 Aug
(Wed) 7.30 - 9.30 pm**

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Useful Links

P&DARCS [Homepage](#)

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Upcoming Events

July, 2025

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

[Committee Meeting](#)

August, 2025

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

[Club Meeting & P&DARCS AGM \(Online\)](#)

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

[Committee Meeting](#)

September, 2025

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

[Committee Meeting](#)

October, 2025

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

[Club Meeting & Coop AGM \(Online\)](#)

Editor's Report

Hi Everyone,

Welcome to another edition of the newsletter.

Steve Green has sent in a fabulous article "Warbirds" this month – thank you Steve – this is just what we are after.

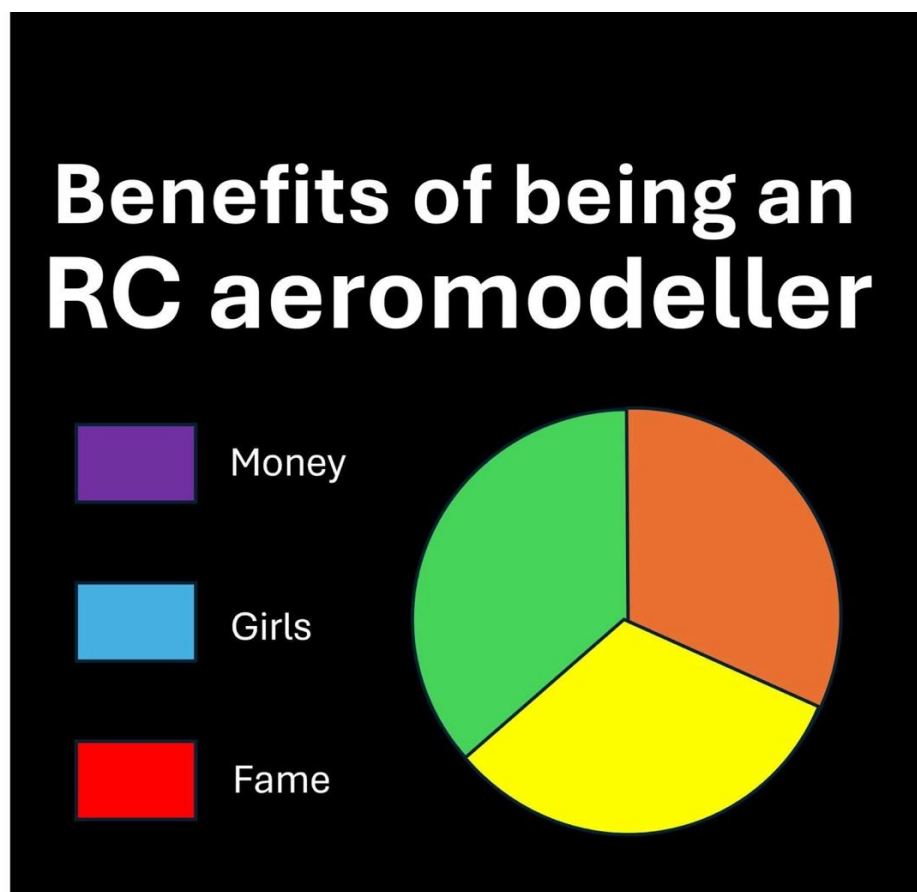
Alex Williams has kindly contributed some more humorous copy and I am hoping he will send in a lot more. I really enjoy reading them.

We are also going to be sharing selected articles from the ASA Wingover Newsletter. This reciprocal agreement will be of interest to many members. Thanks to Glenn Salisbury for the great idea.

As always, please send me anything you think members might be interested in.

Cheers

Liz



P&DARCS Scratch & Kit Built Rally

Sunday November 9th, 2025 - 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/scalerally, 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

Farewell send off for our members going to the F3A World Championships in Muncie, Indiana



The people that are behind that are just as important

Thank you to everyone who attended and supported F3A Team Australia's 2025 World Championship send-off function yesterday at P&DARCS.

A special thanks to Carl Bizon (MAAA President), Andrew Taylor (APA President) and Fernando Monge (VPA President) for being part of our event.

A big thanks to [Keith Quigg](#) for arranging the catering for this event, as well as doing the cooking and cleaning, the hamburgers were delicious!

Thank you [John Brann](#) for guiding our six VIP guest judges through both of Seth's exhibition flights of the P25 and F25 schedules. [Simon Ventevogel](#) was allocated the judging chair for the F25 schedule due to amount of

manoeuvres involving snap rolls 😊

Thanks [Henry Hutchinson](#) for preparing the flight lines and line markings for the box. We were a bit rushed with the NS runway due to Northerly arriving much earlier than forecast. All I can say in hindsight is "many people look but very few see".

F3A Team Australia is ready for Muncie and our four pilots Aaron "Bones" Garle (QLD), Shayne Lysaght (NSW), Rod O'Neil (NSW), Seth Huntingford - Jnr (VIC), who'll commence their Preliminary (P25) competition flights from August the 10th at the Academy of Model Aeronautics (AMA), Muncie, Indiana, USA.

Thanks to everyone once again,
Paul Rolph

Team Manager | F3A Team Australia

Know Your Bearings





WARBIRDS

Fascination with WW11 warbirds extends across young and older generations. The most famous being the Spitfire. This Mk1 built by my Father from scratch from Ziroli plan is really nice to fly. At 19 kg the OS GT 60 is working hard and it took a little while to sort out the engine cooling. Four kilograms of its all up weight is lead in the nose so anyone thinking to build a Spitfire, the latter versions have a longer nose, therefore would require less ballast up front.

I flew it in a scale comp at Burley Field some time back. Whilst this thing rolls beautifully it was pointed out that Merlin engines with carburettors in the early marks could not sustain inverted flight. Therefore my choice of manoeuvres from the options list received downgraded scores. It's next competition outing will be the Nationals in Bairnsdale' so I have to come up with a different selection.

Another warbird built by Dad was his 1/4 scale Eindekker. Scratch built from Proctor plans he put in a 6 S electric setup. Heaps of power on tap replicates the full-size superior climb rate, but noise from the front is somewhat underwhelming for competition flying.

The bottom undercarriage struts need replacing and some tweaking of wing warping setup as the roll rate is pretty slow. Also I'm contemplating installing my Zenoah 23 petrol engine to make a bit of noise.





We had a pair of F100 Super Sabres twenty years ago. Flying the 13 kg thrust version at Shepparton Mammoth one year I came up with the brilliant idea to add a bit of entertainment for the crowd by of doing a barrel roll around the late Ross Woodcock's fabulous B17. Plenty of power on tap it was a big manoeuvre thus little danger of cleaning into the four engine bomber. I did wonder if that unannounced manoeuvre might have upset him but he was cool with it. Phew.

The second F100 was a test bed to learn rivet and panel line detail for a Panther being built to compete in the 2006 World Champs in Sweden. Home built 10 kg thrust engine folding wings added complexity for wow factor. I was given the task of test flying it before rivet detail etc was added. It took three flights to set the throws and flap elevator mix and it was with some relief to hand the transmitter back.





Going to that World Champs with David Law and Noel Whitehead was an eye opening experience. Cost per flight adds another level of pressure but to stand there with the Aussie flag half way around the world just furthers my respect for David Law's incredible achievement to win the whole shebang last year. We didn't go to Sweden with the Panther. It bought the farm six weeks before departure.

Rather than go all that way to spectate he knocked up a 1/5 scale Fokker E11 in rapid time. RCM News scale columnist Frank Curzon had a set of plans for a 1/5 scale. Similar to the one photographed from my Graupner .60 chopper in 199c. Engine was the fabulous OS Gemini 160 horizontally opposed twin cylinder four stroke. Dad was a qualified aircraft rigger and he fitted a square main spar instead of the round one in the Proctor design. Less torsional rigidity the wing warping works much better. We were still adding weathering detail to the model at the event. Not ideal as far as judges perception goes but we were there at least.

Showing my age here but reading Biggles books is not why the SE5a flown by Major Wilkins is my WW1 fighter of choice. Nope. Ever since I test flew an OS 48 powered Top Flite one in the 1980s for



a customer years I've always wanted a bigger one. This little foamy is great and I don't want one as big as the 1/3 scale Sopwith Pup I flew at a 500 cc motorcycle grand prix at Phillip Island. Touch and go with a slight cross wind at Siberia the left hand tyre rolled off the rim. Which built the drama no end. The crowd hushed, waiting for what they thought would be a big problem. All they got was a complete non event landing but responded with a generous round of applause none the less.

Given my list of unfinished projects the chance of me ever building an SE5 was zilch. I couldn't order the Balsa USA quarter scale kit fast enough when my friend Captain Grahame Goodson offered to build one. GG has built quite a few Proctor kits and does a great job. Far better than anything I could do. Grahame's Dad was shot down in Sopwith Snipe in WW1. Grahame has flown Vampires and progressed to a night rating carrier endorsement flying Grumman Trackers off HMAS Melbourne. Clearance from wing tip to super structure? Twelve feet.

Two years ago I got a bit excited and ordered a set of plans for my all time favourite fighter, the De Havilland Mosquito. Which was so much bigger than I



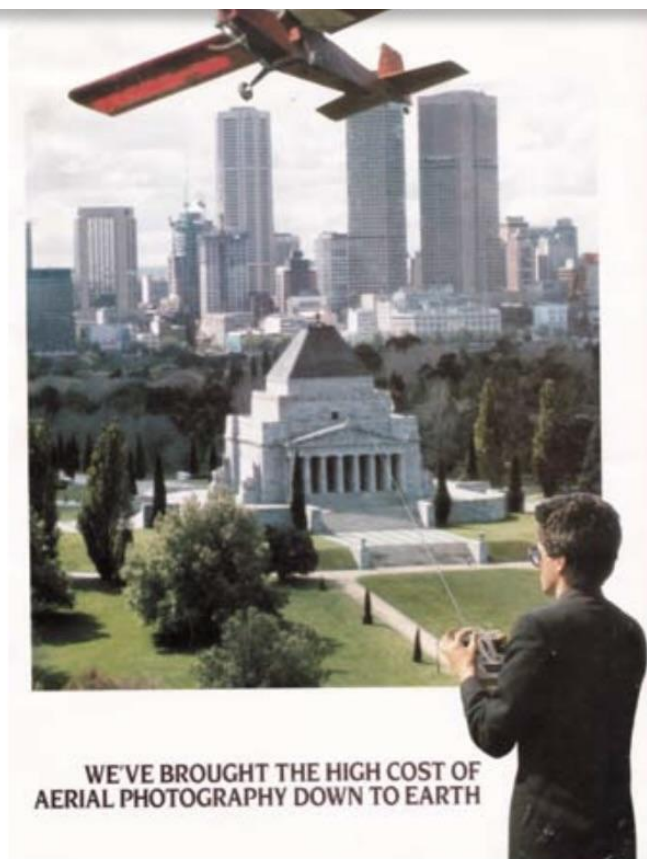


land Mosquito. Which was so much bigger than I imagined. A big gasp after rolling out the 1/5th scale plans in my one bedroom flat. Not enough room in my workshop either. It might just fit in the model trailer too. Building is so much more enjoyable when one can do a little when one feels inclined and not have to move the thing move on and off. In the meantime I have rented a bigger hangar at Kennards

self storage where my models are kept. Enough space for my model trailer and a building board where I can make a start. One day.

Pathfinder was one of the many roles the Mosquito fulfilled in WW11. At the wedding of Carmel Hand, my Wife's friend, it just so happened I ended up on the main table with two high profile people. Gerry Hand, Minister for Aboriginal Affairs, Camel's Dad. On the other side was Sir Peter Issacson. Carmel's boss at the Sunday Observer Newspaper. Leading Pathfinder sorties in Mosquitos and Lancaster and surviving would have to be atop the list of Sir Peter's remarkable achievements. Another was flying Q for Queenie under the Sydney Harbour Bridge before concluding its ferry flight from England. Knowing who he was I asked what possessed him and I quote. "It was a bright sunny day and I thought stuff it. Flying under was a piece of piss and after what I've been through what could they possibly throw at me."

Talk of a court marshall quickly abated when the Government turned it into a PR exercise to sell warbonds. Subsequently Sir Peter and his crew toured the country. The other thing that came from that chance meeting was the opportunity to replicate



an existing aerial shot for Melbourne's Shrine of Remembrance. Permission to operate my 60 size chopper at the Shrine wasn't a problem, Sir Peter was a Trustee. Reproducing the same style of photo wasn't possible with the wide angle 20 mm lens on the 35mm SLR so I negotiated my way on top of Vic Police building in St Kilda Rd. By the way aeroplane and myself in this brochure were deep etched. These days that process is known colloquially as "PhotoShopped."

I've had a few twins but never anything this big. Three OS 120 AX engines, my scratch built Bellanca 28-92 triple built for air racing was the biggest. Apart from getting a price from LKA to do the hack work to scan the part and cut a part kit, the Mossy plans have gone straight to the pool room. Nothing will happen until the Super Sabre is done. The different colour scheme I had in mind might change after I happened upon a documentary about the F100 Misty Squadron in Korea.

I digress but I knew nothing about aerial photography from full size planes until I landed a job to shoot 75 locations around Melbourne for AV Jennings. How to spew out through the window of Cessnas was the first lesson. What happens to peas and carrots launched into the air at 80 knots? I don't know. Essentially I just hoped they were smashed



by the slipstream and vapourised. Otherwise a few punters on the ground would be left wondering "What The?" In case the pilot became debilitated it seemed a good idea to learn how to fly the plane find the airport and land it. Not long after my first solo my wife was diagnosed with triplets and life took on a different direction. Two hundred and twenty five nappies a week slows you down a bit but it did plenty of rags to wipe of oily glo fuel. So, I know quite a bit about shooting film in a sixty degree 2G banked turn at 1500 feet from a Cessna. In peacetime.





The Misty Squadron however was formed because Cessna Bird Dog losses in Vietnam were mounting. These chaps flew F100s to take photographs as part of forward air control operations to locate and mark targets to be bombed. Dodging mountains and anti aircraft fire at 450 knots. Wow.

Although the hobby business as predominantly ARF these days, the satisfaction of building a model then flying is greater. With the Nationals looming the chance to become Australia's first MAAA National Jet Champion got the better of me. I will be entering with an ARF. Nostalgia has its place and recognising achievements by people who have gone before you important but it is easy to get caught up in all that. Although there is an old 7kg LGP start kero GT 2000 built by Dad available I wanted a modern brand new engine.

Exceptional back up warranty service experienced by three mates with Swinin 140s from Austars Models I ordered the 8kg thrust version. That way I



can do an inverted pass at the Nationals.

That skill was learnt from competing in F3a aerobatics. The quickest way for anyone wanting to improve their flying skills is to practice and enter the Sportsman or Advanced category. Don't take my word for it. Just ask our 2024 FAI World F4c Scale Champion David Law.

When the word came through David had knocked off the biggest prize that was fantastic news. Another achievement was Mellissa Law competing in F3H. Husband and Wife team competing in an FAI World Champs, that would have to be a world first. The difference flying scale at that level is this. You only have one model. You cannot take a spare.

Stephen J Green



Scale Nationals 2025

As the designated Special Interest Group for the MAAA, the ASA has been tasked with organising the Scale Nationals event this year. This event also sees the Team Trials for those wanting to compete in the Scale World Championships to be held next year in the U.K. The BADMAC club near Bairnsdale will be the venue. They have a first-class facility with a very active and enthusiastic committee.

There is a sub-committee comprising of ASA members and the CD of BADMAC busily toiling away in the background to put together the event.

Instead of just relying on the ASA committee to do all the tasks, we are looking for some enthusiastic individuals to help with a few things over the event. Mel Law is the main driver for the event but is also intending to compete to earn her place on Australia's World Champs Team. The same goes for our fearless leader Alex. Let's help them out by volunteering to perform some easy tasks during the event such as:

- Assistance with model registration, weighing and checking of any permits
- Those who would be interested in learning how to judge flying (rotating role so you're not stuck at the flightline all the time). Training would be provided beforehand.
- Experienced judges for both static & flying



SCALE NATIONALS
2025
24-26 OCTOBER
BADMAC CLUB
VICTORIA

EVENTS:

- **F4C & F4H** (Team Trial participants 15kg weight limit - non team trial entries 25kg limit)
- **Team Scale** - Builder and pilot of the model is different - Static Judging to constitute 50% of score - 25kg weight limit
- **Flying Only** - No static - 25kg weight limit
- **Jet Class** - No Static - Set flying routine - 25kg weight limit.

Please note that F4C & F4H Team Trial entry date has expired. i.e. no more entries.

All ASA members will be emailed an online registration form.

Mel has set up a dedicated Facebook page for the event:



Please use this page to register for the event – NOT THE REGULAR ASA FACEBOOK PAGE

Alex's Corner

Doubt
Trepidation
Denial
Resignation
Reluctance
Acceptance
Nervous
Cautious
Doubt
Assurance
Brave
Committed
Fear
Anxious
Adrenalin
Surprise
Heart stopping
Focus
Concentration
Elation
Relief
Joy
Pride

Five minutes of a maiden flight.

Alex Williams

alex_of_oz@yahoo.com

Spotlight

Name: **Ian Slack.**

Age: 74years old.

Discipline: For many years my main interest has been Gliders with a focus on Slope Soaring. However with the steady loss of available slope sites I have increased my involvement in Powered Sportsflying.

Preferred Aircraft: I like my Power planes to be reasonably Aerobatic. My Gliders vary from simply 2 Channel towline thru to 6 channel fully aerobatic slope.

ARF or Scratch: I really enjoy scratch building from plans. I like the satisfaction of seeing all the hard work in the air. However I also have a few ARF's due to the speed of getting into the air.

Favourite model: My go to Glider for just simply enjoying myself is an Aeroflyte Albatross, both towline and Electric powered. Both planes have been built from scratch. For Power I head for my scratch built Great Planes Big Stick 20(Electric) or my Seagull Models Classic Ugly Stick (petrol).

Motor Preference: I really have no preference. Electric is quiet and clean, but my old Glow motors still provide good power with a longer flight time.

Radio Gear: In the old 36MHz days I was a user of JR so when 2.4GHz arrived it was logically in my eyes to move across to Spektrum. I am using a DX9.

Career: I started out as a Mechanical Engineering Design Draftsman but decided that this was not me, so I changed to a career in Personnel/Human Resources.

Entry to Hobby: First started in the early 70's for a few years when a cousin joined GMAC with Control line, but I decided that R/C was more for me.

Work/family commitments got in the way until I came back in the early 90's and have been active since then.

Competitions: I have not been really active in Competitions other than Slope Aerobatics.

Other Interests: I am writing this in our caravan in QLD, so caravanning is certainly another interest.





RECIPE OF THE MONTH

Prosciutto and Parsnip Curly Fettuccine

I saw Jamie Oliver prepare this on TV many years ago and was very impressed with how quick & easy it was. The combination of prosciutto , parsnip and rosemary go together really well. Enjoy.

Tips:

Use a vegetable peeler to shave the parsnips into lovely ribbons which only take minutes to soften and cook. This is also a good way to get more vegetables into your diet – you can't tell the parsnip from the pasta so it's good for those big and little kids who turn their noses up at vegies. Just don't tell them!

Prosciutto is uncooked, unsmoked, and dry-cured ham and crisps up beautifully when fried. I just tear it apart as it's quite sticky. You can substitute with Pancetta which is lovely thin slices of cured pork belly. Bacon is also fine, but it won't be as smoky and salty. Amounts shown will feed two people and all of the above are readily available in supermarkets.



Ingredients:

Curly fettuccine for 2 people (or your favourite flat pasta)

100g packet sliced Prosciutto

1 handful fresh rosemary

1 good knob butter

2 cloves garlic grated

2 parsnips, peeled and finely shaved

300g packet of fresh fettuccine

1 good handful Parmesan cheese, grated

Sea salt

Freshly ground black pepper

1 tablespoon olive oil

Method:

In a large, non-stick frying pan, fry your prosciutto and herbs in the olive oil for 2 minutes, then add the garlic and parsnips

Cook for a further 3 minutes on a medium heat, until the prosciutto is slightly golden and crisp, and the parsnips have softened nicely

Cook your fettuccine in salted boiling water according to packet instructions, then drain, reserving a little of the cooking water

Mix the pasta with the parsnips and pancetta and stir in the butter and the Parmesan, adding a little of the cooking water to loosen the mixture and make it creamy and shiny

Season to taste

Serve piping hot...

P&DARCS Calendar

July, 2025

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

August, 2025

06 (Wed) 7:30 pm - 9:30 pm [General Club Meeting & P&DARCS AGM \(Online\)](#)

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

September, 2025

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

October, 2025

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

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

25 (Sat) 9:00 am - 12:00 pm [Spring Clean Working Bee](#) Field Open: **No**

November, 2025

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

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

December, 2025

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

06 (Sat) 9:00 am - 07 (Sun) [VPA Precision Aerobatics Competition](#) Field Open: **No**

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

April, 2026

17 (Fri) - 19 (Sun) [ASA Monty Tyrrell Scale Rally](#) Field Open: **No**

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(Wed) 7.30 - 9.30 pm**



www.holkrc.com.au

Laser cut kits and modeling accessories



www.balsacentral.com.au

For your balsa supplies



www.austars-model.com