



# P&DARCS

Pakenham and District Aircraft Radio Control Society



## P&DARCS NEWSLETTER SEPTEMBER 2025



**Seth - World Junior Champion.**

**Next Club Meeting & Coop AGM 1st Oct (Wed) 7.30 - 9.30 pm**

## Committee Members:

**President:** Keith Quigg

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John van de Waterbeemd

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## Useful Links

P&DARCS [Homepage](#)

P&DARCS [Calendar](#)

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

## Upcoming Events

**August, 2025**

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 \(Online\)](#)

22 (Wed) 7.30 – 9.30 pm

[Committee Meeting](#)

25 (Sat) 9 am – 12.30 pm

[Spring Clean Working Bee](#)

## Editor's Report

Hi Everyone,

Well! What can we say about Seth Huntingford becoming 2025 F3A Junior World Champion. I imagine it will be a lot actually...

What a fantastic achievement and I know the entire club is so very proud of him and the entire team. Also a huge shout out to Paul Rolph and the support team that went to Muncie.

Steve Green has sent in another article "About Aerobatics" this month – thank you Steve – this is exactly what members want to read about.

As always we look Forward to Alex Wiilams' droll outlook on life.

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

Cheers

Liz





# Vale Wally Schubach

I am sorry to advise the members that Wally Schubach passed away on Wednesday 23<sup>rd</sup> July. He was a foundation member and was a real lovable character who contributed so much to our club. Photo is Wally with his Yak at the 1976 Nats at Bunberry Western Australia. Darty is in the background with his Spitfire.

My condolences to Wal's daughters and families.

RIP mate.

Norm Morrish



## Bill (William) Reynolds

11<sup>TH</sup> June 1935 – 30<sup>TH</sup> June 2025

A keen aeromodeller with a passion for scale models, particularly WWI aircraft and other interesting designs. He enjoyed flying his Lazy Ace and had it electrified for night flying. Bill competed at many National Championships travelling to them in his caravan. When shifting to Narre Warren he needed to install smaller storage wheels on the van to enable it to fit under the carport. It was surprising the number of models he was able to store in his relatively small building room and warren of small surrounding rooms.

The standard attire for most things irrespective of the weather would invariably be short shorts. Only occasionally with overalls over the shorts.

He served on the club committee for many years and particularly as President for six years.

In his younger days he was a member of Apex in Box Hill. A men's service club for 18 to 40 year olds. He served on their club committee for many years and progressed to office in the district. He became a District Governor responsible for the administration and training of club office bearers of all the clubs in his district. He was also responsible for the distribution of funds to and coordinating community projects in his district and international projects. Then the responsibility of organising the District Conference for about 1,000 members and partners. For his service to the community, he received Life Membership of APEX.

He also served as a scout leader looking after groups of junior scouts.



**Retrieving a Float Plane at Camperdown**



Bill enjoyed competitive canoe water polo and in later years became a trainer and umpire. He would take his canoe to Camperdown for the collection of seaplanes that could not make it back to the shore. There are a quite a number of stories relating to our ventures at Camperdown but most relate to Eagles attacking our slope soarers. Most strikes were received by Rolly Gaumann.

Bill and Joan provided the catering for our Christmas Functions for in excess of 25 years. Their spit roast dinners were legendary. His spits are in his garage and looking for a new home.

Joan and Bill lived in Ashwood before moving to Narre Warren South and had three sons Dale Michael and Scott.

Bill was looking after a gold crested Cockatoo until his owner suddenly passed away and the bird ended living with him for about 40 years. The cockatoo had the habit of sticking its head inside peoples clothing. Up dresses, shorts or shirt sleeves. The occasional squeal was not from the bird.

Always with the club's best interest in mind.



**Slope soaring at Camperdown  
Bill is the one in shorts of course.**

# 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](http://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**





# F3A World Championships

Here are some highlights from the 2025 F3A World Championships in Muncie USA.

Our very own Seth Huntingford was crowned 2025 F3A World Champion which is a fantastic achievement, and the entire club is so very proud of him.

I'm sure there will be a detailed account of the exciting trip coming soon. For the moment, enjoy some photos from Muncie.

Congratulations also to Aaron "Bones" Garle for finishing 14<sup>th</sup> – the highest placed Aussie ever in F3A Senior Competition.













**Seth placed 21st and was the only junior to make the top 30 semi-finals, so he clearly won the Junior World Championship for 2025. He is now eligible to attend the 2027 championships as the defending Junior Champ.**















For those who may not know Stephen Green is Seth's very first instructor who taught him how to fly and got him into F3A in 2022. The fact that he's here at Seth's first World Championships and as a complete surprise is bloody unreal.

















# Know Your Vices

## Types of Vice



**Bench Vice**



**Machine Vice**



**Drill Vice**



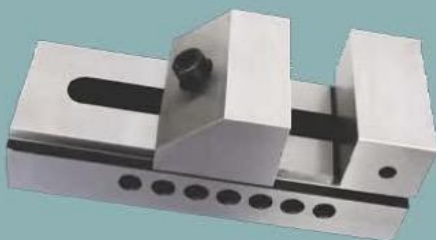
**Hand Vice**



**Combination Vice**



**Leg Vice**



**Tool Maker Vice**



**Quick Release Vice**



**Pin Vice**



**Pipe Vice**

# About Aerobatics

by Stephen J Green

July 31st would have been my Father's 90th birthday and earlier last month I picked up this groovy English F3a style model called Calibre. Wing area just shy of 800 square inches would make it a late seventies to early eighties design. I don't know if it has a competition heritage but styling is a little like Norm Page's ubiquitous Mach 1. Another thing in common with that iconic design is the thin wing section. Measuring 8% at the outboard rib this one is even thinner. With a modern engine it should go like a cut cat. Which is exactly what I'm after. Engine is an OS 61FX. No pipe but if more grunt is required the 75 AX should drop straight in.

What I really enjoy about flying stunters from this era is practicing the 1971 schedule. Which is now known as Classic Pattern. We used to call them stunters before the term Pattern Ship took over.

My first was this yellow Northerner Mk 1. Fixed gear, 22% aerofoil and a Merco 60 it was built for John McGrane for Barry Angus. Going from a .19 cubic inch engine it to starting that .60? Well it was Nervous Nellie for a while. Practicing in a strong wind I got



disoriented then blown downwind over the Barwon River. It spiralled into the Peter Pianto Fencing yard in Geelong. Scattered bits of balsa and foam everywhere, scared the bejesus out of the staff, but no one hurt.

My next aerobatic model was the Dragon Fly Dad flew in the 1971 World Champs. Also yellow, the OS 60 rear carburetor engine kept my fingers well away for the humungous 11 inch diameter prop. And retracts. Which were cycled endless in the workshop once the radio installation was completed. Gear goes up, gear goes down times a million. Then I built a Mk 2 Northerner.

HB 61, tail dragger with retracts. That model got me out of Novice into Expert. So, just like going from grade six in primary school you go from the top back to the bottom.

Along came the tuned pipe era and new manoeuvres. MK Skymaster, YS 60 side exhaust screaming in for the eight point roll, reverse point roll and reverse knife edge, I flew my Skymaster 60 in the Camperdown Nats. My friend Damien Milk binned his Hanno Pretner Super Sicroly a month out so I he flew my old Northerner. That model came to grief a few months later at LDMFA when we tried forma-



*Rudder area below the thrust line is the big difference between these two designs*





*Damien Milk with my Mk2 Northerner at the Camperdown Nationals*

tion flying. Henry Hutchinson's suggestion we give that a miss was ignored. It turned out the Northerner was quicker than my OS Wankel powered Pilot Box Fly and we started getting closer and closer. The Northerner engine quit after the Top Flite 11x7 maple wood propeller turned my stick and film Box Fly into confetti. The stunter half rolled to inverted and flew in, dead level, and broke apart on impact. The wing bounced five feet into the air and engine, fuel tank and bits of fuselage tumbled the entire length of the strip. This happened when Australia was transitioning to the metric system and we left a line of debris scattered over one hundred and fifty yards. {137 metres}

My Skymaster went in after I replaced the servo arms and forgot about the servo output arm screw. Once again this was not long



*My Skymaster in MK livery - MK mechanical retracts*



**Tuned pipes were the go at Camperdown Nats 1978. 2nd from right up the back, blue and white model with red trim is my MK Skymaster. YS 61 with timed crankcase pressure. Dad flew a Saturn with the YS 60 Graupner tuned pipe Rhom Air retract combination**

before the Loxton Nationals in Sth Australia. Bank of Dad flicked me a retired fibreglass and foam swept wing Phoenix and read me the riot act. "If I did that again I would be paying for the gear

myself". He had moved on from the Phoenix to the MK Curare and the Saturn and I geared up his Phoenix 5. Also YS powered that lot speared into the Yarra River exiting a Split S to turn around.



*Saturn built from a Flite Glass kit*



*The Curare- MK balsa kits are brilliant*





One Rhom Air retract floating on a bit of foam and balsa was all we recovered. Thought I was toast but Dad spotted the tailplane flutter and concluded the elevator fork on the all flying tailplane had let go. Phew!

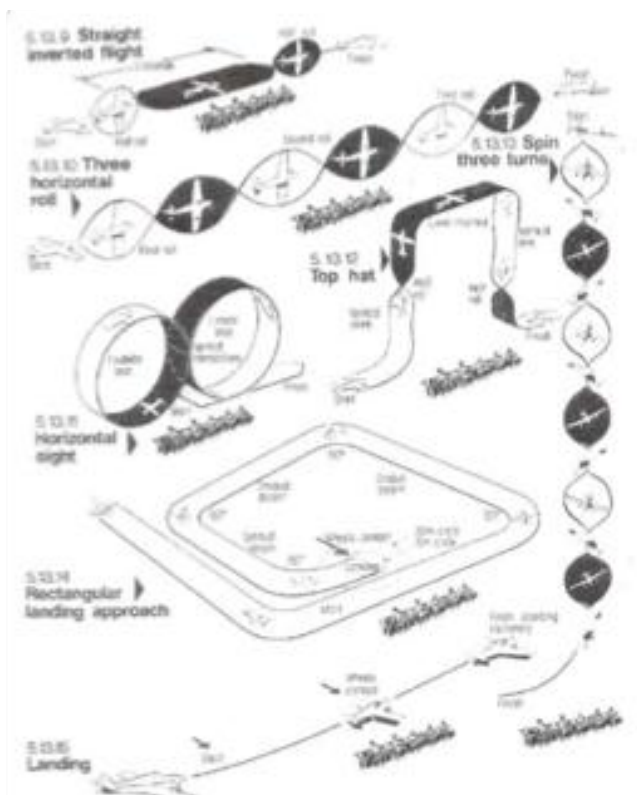
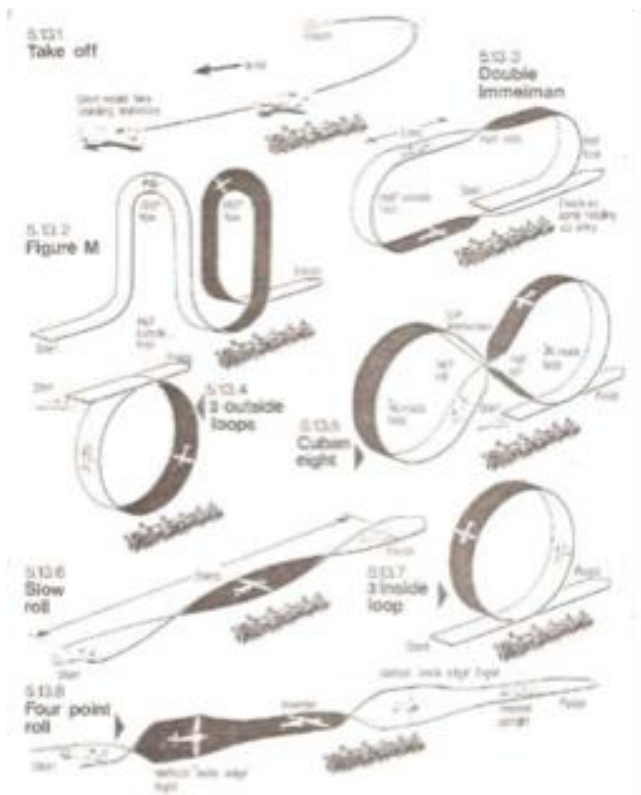
I rubbed back then painted another retired model in bright orange. Dual rates were quite new. With that series of crashes behind me, pulling up into the very first mamouve in the first round at the Nats I flopped the stall turn. Half rolled to push out inverted the engine quit. Normally not a prob-

lem, just half roll out and make the approach. Unfortunately full down elevator wasn't enough and bits of bright orange components remained highly visible as they remained in formation, shedding their way through the dark green orange tree plantation. Put it down to competition nerves, I didn't switch from low rate to high after the engine quit.

A look in any model club room will confirm tailplane and fin usually survive most crashes. No to. Aft end of the Phoenix 6 went through a fork and destroyed both

tailplane halves. Swept wings certainly look great but managing the roll rate through slow and point rolls is much harder. Just like any high wing model, aileron has to be backed off when applying rudder as it approaches knife edge.

My last stunter had the rear exhaust Rossi 61 engine with a Rossi tuned pipe, with in flight mixture control. What a brilliant donk. Of all the engines I have used that one is a stand out. It went into Jeff Tracy's Squirrell fuselage design but we fitted the Ivan Kristensen Saturn wing and tailplane. Why?



1972 F3a aerobatic schedule



*Yours truly on the left with Barry Angus and Phil Kraft on the right*

Some wing sections just handle wind gusts better than others. For example the Saturn was so much better than the Curare. Hanno Pretner's iconic design suffered when the wind really got up. Skymaster's thin laminar flow aerofoil was great. Likewise the laminar flow 17% wing section Dragon Fly is brilliant. That's not a good old days fantasy either. A couple of years ago I trundled out to Northern Flying Group field to prepare for the 100 kph forecast. Slight disappointment, the gust indicator on the weather station topped out at 80.

For a full day of flying with that and my .60 powered Graup-

ner Bell 222 scale helicopter I used to take a twenty litre drum of fuel. Yes, my last .60 stunter was returned to kit form at Lilydale during summer. One more flight? Instead of pulling the wing off to check the battery pack voltage I figured that out just as it entered the last manoeuvre on the schedule. The three turn spin. Spinning is the slowest way to hit the ground but no. Just as I pulled back the throttle there was no response. With full throttle it spiralled in so hard the dihedral mark was embedded into the hard ground. A stinking hot day. The swim across the Yarra River quite refreshing.



*Whistler Mk V*



*John Mc Grane (Macca) on the left Brian Green (Mr Greenies Meanies himself) and Barry Angus (Bangus) made the Aussie Trans Tasman team*

The red Whistler below is a reproduction of Dad's design for the 1973 Aussi World Champs team. No plans he built this one using memory and a few photographs. Which explains the modern NACA 2010 aerofoil. It also has modern power with a Hacker A 60 motor running on 6S. A problem with ESC I replaced it with an old Kontronic 80 amp unit. Which was in heli mode. Its had dozens of flights that way because for the life of me I couldn't figure out how to change it back. Soft start takes a good ten seconds to attain full power, therefore, just like flynot unlike early gas turbines, throttle lag has to be managed.

For the most part this is quite okay. Except for the highest K Factor manoeuvre in the Classic Pattern schedule. The Figure M. The nose pitches down quite markedly when rudder is applied for the stall turn. Juggling that with next to no prop wash usually results in flopping the first manoeuvre. Along with that goes the chance of a competitive flight score.

Last manoeuvre is the three turn spin. Cutting back to idle for entry, prop blast not available to





*No F3a credentials however the Calibre looks to have the basics right*

chatting with the chaps and going back with God.

I'm still a fan of the glo engine though. Clean fuel, glo plug in good condition and knowing how to operate the needle valve it remains old fashioned but very reliable technology. Whatever power plant you use, the challenge of flying those old schedules remains to this day.

My most enduring memory of the Whistler was the at the 1974 Nationals at RAAF Amberley airforce base in Queensland. Most F3a designs go through a series of subtle changes. Nicknamed the roll top fuselage to reduce the build time, the fuselage was 1.5 mm ply rolled around the bulkheads. Foam wing and stab of course. Whistler #1' lost elevator on the downline in the Top Hat and it smacked into the bitumen runway.

Four people on the tools it took the best part of a slab to repair

kick it in if needed. A few tense exits waiting a few seconds as meaningful power increases. I found opening to full throttle in the second rotation fixed that. Likewise for landing. Basically it's a deadstick approach as the prop winds down.

Overall the experience of electric power in this model has been good. Heaps of vertical although I thought it would be quicker in a straight line. That may change now that Captain Futaba re-program the speedy to remove the Heli mode rpm govner,.

Once the Calibre is geared up to go I can enjoy the best of both types of propulsion. What's good about electric is not having to wipe away all the oil. Dad gave me plenty of experience with that task after each day. That pleasure was done at the end of the flying

session at the field. Now that I am an adult, unpacking is tomorrow and I just head straight in and open the bar.

Not best practice with electric power but I do find hanging around to balance battery packs back at home to be a bit of a chore. But it is potentially cheaper than remembering a few days later you forgot to put them into storage mode though.

I digress but Dad went practicing with Phil Kraft in California for the 71 Worlds champs, Phil sat in his limo until Marty Barry started and tuned the engine then handed over the transmitter. Which was duly handed back after each flight and Phil returned to aircondition comfort. At the end of the day Phil left Marty to clean and packed up the models. Leaving Dad to choose between



*Whistler Mk1 at Geelong*



*Mk 11 at 1973 Goritzia World Champs*





*Whistler Mk 111 at Lilydale*

it over night. I was chief epoxy mixer. Waiting for the five minute epoxy to dry he bent the ply fuselage slightly to lower the tailplane incidence and glued a ring pull from one of the many empty beer cans. They were steel back then. Dubbed the Zip Top fuselage he won the event. In August I managed to recreate that process in a less spectacular manner. Knocked the fuselage off the top shelf it almost broke in half. Couldn't quite get it back where it was so it now sported a tad more negative incidence on the stab. The next flight required quite some amount of up trim.

Model flies great. Except when I make the loops to big. Rudder pitch coupling becomes a handful at lower airspeed. Maybe I get bored but I've never been much chop at achieving consecutive round loops. Three in a row takes quite a bit of time. Which chews up available power to the point I can just complete the schedule.

If I had my way the current Classic Pattern shedule would ditch the three inside loops and replace it with either the Top Hat or Square Loop with half rolls. The rolling manoeuvres are far more spectacular. Which is why I didn't opt for a swept wing jet for the up coming Scale Nationals at Bairnsdale in October.

I started in learning F3a aerobatics in 1971. First day out Dad

*Cracked  
opened  
the joints  
and  
filled  
with  
fifteen  
minute  
epoxy*



*Whistler Mk IV*



demoed the three horizontal rolls and pointed out how important it was to not get out of phase with elevator timing. Mid way through the second pass he turned around to see if I was watching. Whop. In it went. Oops. Up elevator inverted at low altitude is how you do a Figure 7. Simply start higher to do a Figure 9. Then get out the glue.

If it seems like I've done a lot of crashing in this piece, that

was a few models over a ten year period.

In the mid 80s I had a bit of a go when the large scale aero scene was new. If you are interested in aeros this club has a wealth of knowledge in F3a and IMAC. I can tell you any of the chaps are very keen to encourage and assist new participants. They will also point out you do not need a top design and equipment to get started. SJG. (AUS 5932)



## 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



**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**



# Spotlight

Name: **John Brann**

Age (optional): Old enough to know better

Any particular discipline?: F3A (but other varied interests as well)

Preferred type of aircraft?: F3A (Karat Biplane)

Do you prefer scratch building or ARF?: A bit of both

Do you have a favourite model plane?: Karat F3A Biplane

Electric/Gas/Turbine preference?: Electric all the way

What radio gear do you use?: JR and Radiomaster

What do/did you do for a living?: Retired but was an Air Traffic Controller

When and how did you get into the hobby?: 1971 when a friend flew his control line plane on the school oval

Do/did you fly in competitions?: Yes, since 2000 (with a few short years off in the middle)

If so, have you won or placed in them?: Modest forbids.....

What other hobbies or interests have you got?: Motorsport, particularly World Rally and F1

Do you have pet?: A 15-year-old blind and deaf Tenterfield Terrier and a 11-year-old rescue dog to act as seeing eye dog for the Terrier.



















# Alex's Corner

## A Dangerous Word

G'day Folks,

I'm not long home from getting my flying fix on a rare great day for flying. The weather hasn't been kind recently. I still have the smell of jet exhaust in my nose.

One day Freddy, one day.

I had a couple of close calls this morning that, if I recall back to the Murphy's Law story, I could maybe attribute to stuff outside of my control. But then I recall one of the earlier gems of wisdom I received after joining the club – "It's always the pilot's fault".

That was a true and wise statement then, and it still applies today.

So, getting the Avanti out of shape high up over my head; was that because of the morning sky, or the angle of the sun, or .... or .... or? Or was it simply a case of – I'm going to use a horrible "C" word here, so brace yourself –  
COMPLACENCY?

Gasp. I've gone and said it.

Those who know me know that I've either destroyed or lost my share of planes over my short time at the club. And each time I had an opportunity to consider the wind, or mechanical failure or the angle of the sun or some other magical and mysterious something that wreaked doom on my plane ... or glider, there was one overriding and uncompromising common denominator;  
COMPLACENCY.

Watch me fly the glider into that low cloud. Yeah, of course I can get it back.

Oh, where's it gone?

Often it's in there, pretending to be Murphy's Law, whereas in reality it could be just a good dose of complacency.

Sigh. "

Alex

*Alex Williams*

[alex\\_of\\_oz@yahoo.com](mailto:alex_of_oz@yahoo.com)

# RECIPE OF THE MONTH

## Middle Eastern Beef Slice

The delicious slice consists of a layer of beautifully spiced beef between two layers of thick eggy pancake. Quick and easy to make, the variations are endless. Enjoy.

### Tips:

The grated potato is a great ingredient as this is quite a dry mixture and the potato makes it a bit more tender. Feel free to add in grated carrot, zucchini, parsnip or pumpkin. Just make sure you squeeze the liquid out to prevent the sauce beef mince becoming watery. I used a fresh tea towel to wrap up the grated potato and squeezed as hard as I could.

Kefir is a fermented milk. It is like a thin, drinkable yoghurt and is tangy. Kefir is readily available in supermarkets in the milk section.

Amounts shown will feed six to 8 people.

Vegetarians can substitute the beef mince with mushrooms.







### **Ingredients:**

The filling:

1 shallot, finely chopped

500g of good quality mince beef

1 large potato, peeled and grated (juice squeezed out)

1/2 of teaspoon salt

1/2 teaspoon ground black pepper

1/2 teaspoon of cinnamon powder

1/4 teaspoon of coriander powder

1/4 teaspoon of cumin powder

1/4 teaspoon of sweet paprika

A small handful of fresh parsley, finely chopped

1/2 tablespoon of butter or olive (or any other vegetable oil) for frying

The batter:

2 Eggs

generous pinch of salt

500ml of kefir

340g of all-purpose Flour

1½ teaspoons baking powder (or ½ teaspoon baking soda)

Other:

½ tablespoon butter or oil (for greasing)

Whipped Cottage Cheese

200g of cottage cheese

Sprinkling of Everything But the Bagel

Drizzle of honey

### **Method:**

Preheat oven to 180C

Heat 1/2 tablespoon of oil in a large pan

Add in the finely diced shallots and fry gently for a few minutes

Add in the minced beef and flatten it out

Let it fry for a few minutes to create a slightly brown crust on the bottom

Start to move it around and break up with a wooden spoon until crumbly

Add in the spices and parsley and combine thoroughly for a few minutes

Add in the squeezed, grated potato and stir to combine

Cover and gently simmer for 10 minutes or so

Leave to cool slightly



In the meantime lightly whisk the eggs in a large bowl

Add in the kefir and a pinch of salt

Mix until well combined

Add in the flour and baking soda in batches until a thick batter is achieved

Mix very well until smooth

Rub a baking dish with butter and line with baking paper, leaving the ends sticking out so as to lift the pie out of the baking dish

Using a ladle, pour half the pancake mix over the bottom of the baking dish

Gently sprinkle the meat mixture evenly over the pancake mix

Flatten out and pour the remains pancake mix evenly over the meat and smooth out

Sprinkle with sesame seeds

Bake in a 180C oven for 1 hour

Leave for about 10 minutes to firm up

In the meantime place a tub of cottage cheese in a food processor and whiz until very smooth

Set aside until needed

Gently lift out of the baking dish and place on a cutting board

Cut into squares or rectangles

Serve warm with whipped cottage cheese or sour cream on the side topped with Everything But the Bagel and a drizzle of honey

# P&DARCS Calendar

## August, 2025

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

**Next Club Meeting and Coop AGM On-Line 01 Oct (Wed)  
7.30 - 9.30 pm**





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

Laser cut kits and modeling accessories



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

For your balsa supplies



[www.austars-model.com](http://www.austars-model.com)