

# P&DARCS

Pakenham & District Aircraft Radio Control Society

## THE NEWS JUNE 2013



Peter Harris and Mark Smith with Mark's Pilatus PC9  
At the VFSAA day on 21<sup>st</sup> April, they made 2294 points to win 1<sup>st</sup> place, well done guys  
( the Pilatus PC9 is currently used by the RAAF as an advanced trainer ) 

### REMINDERS:

- # **NAME BADGES MUST BE WORN AT ALL TIMES, NO BADGE, NO FLY.  
(TO STOP FREELoadERS USING YOUR FLYING FIELD )**
- # **VISITORS MUST BE SIGNED IN, AND WEAR A "STICK ON" NAME BADGE**
- # **WHEN STARTING AN I.C POWERED MODEL, OR ARMING AN ELECTRIC POWERED MODEL IN THE PITS, THE MODELS MUST BE RESTRAINED**
- # **ELECTRIC POWERED MODELS SHOULD BE ARMED AT THE FLYING STRIP AND DISARMED AFTER LANDING**

Next Club Meeting, Saturday JUNE 1st  
At The Burley Field, 1-00 pm start

## BURLEY FIELD

Wenn Road Cardinia

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

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Vacant

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## Editor's Bit

This time of year seems to be a good time to be in the workshop catching up on the repairs / modifications to that model that has been damaged or a bit sus', or building a new, interesting one

Winter is finally here, and conditions at the Flying Field are becoming colder and wetter, ( at least the fire season is passed )

Take-off and landing now leaves a fine spatter of cut grass and soil on the underside of the model, just like a full size

The cracks in the strips are beginning to close, up as the peat based soil begins to expand, no more ripped undercarriages, unless you make a landing boo boo

So, get your warm clothes on, brave the cold, and get into some winter flying

Something to ponder when you have time



### Frank McPherson Editor



## What's On

### At P&DARCS 2013

Look in the Club Calendar on page 6

### From the VMAA Events Calendar 2013

<b>June</b>		
8 <sup>th</sup> - 9 <sup>th</sup>	Vic Scale Trophy weekend Shepparton	VRF
8 <sup>th</sup> - 10 <sup>th</sup>	F3A Aerobatics: Vic-SA Challenge Mildura	SAM
16 <sup>th</sup>	F3A Aerobatics West Rosebud	NMAA
<b>July</b>		
6 <sup>th</sup>	<b>Annual P&amp;DARCS AUCTION</b> at the Dingley Village Community Centre, 1pm start Info : Daniel Jenkins 0412 445 509 P&DARCS	
13 <sup>th</sup> - 4 <sup>th</sup>	Pylon Racing Bendigo	BRCAC
14 <sup>th</sup>	F3A Aerobatics TRAINING DAY West Rosebud	NMAA
<b>Aug</b>		
3 <sup>rd</sup> - 4 <sup>th</sup>	F3A Aerobatics Horsham WMAA	
17 <sup>th</sup> -18 <sup>th</sup>	Pylon Racing Cohuna	CMFC
18 <sup>th</sup>	"Classic Pattern" Aerobatics for 'early' .60 size models VMAA State Field	NFG

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## PRESIDENT

Here we are with the June news letter already !!  
The time has arrived (again) when you, the members of our club, must look over the past club year and decide whether the committee have done a good job in that time.  
Should you feel that something has been lacking or something not done well enough, then now is the time to find another member to take over the portfolio of the said recalcitrant committee officer. I have not heard any complaints regarding specific committee members --just the usual "why aren't we doing this or that"--"we should be doing that".  
If you feel you can be more efficient in the guiding of the club through the coming years, please step forward-- we will always accept offered help and good considered advice.  
July meeting date is the annual auction--so no meeting--the next one is the AGM---

THINK ABOUT IT

**Bill' Reynolds**, Pres'

## SECRETARY

General meeting held 5th May 2013 at the Burley field Wenn Rd. Cardinia  
Meeting opened at 1302hrs.                      Members present 21

Apologies. F McPherson, P Webber, P Harris, N parker, N Morrish, P Langton.  
Minutes from the previous meeting be accepted. Moved M Norton Seconded D Cope Carried.

**Business arising** from previous minutes. Nil

**Social.** Suggest the twilight meeting be re-scheduled in May.

Field. Service has been done to the mowers and the blades sharpened

**Safety.** Moved A Foley, Seconded P Somerville "That a second smaller barrier be erected on the East strip closer to Fowler road for landing purposes" , Carried

**General.** Apparently some one outside our club is messing with our web site with alterations, Paul and Daniel are to be commended in spotting this and are putting time and effort to rectify this situation, this may be an update to our system which the club will agree with the change recommended by our experts.

**New Member.** Welcome to new member Alan Stutley

**Meeting closed.** at 1315 (very short meeting)

**Next general meeting.** Saturday 1st June 2013 at the Burley field 1300hrs.

## NOTICES

### CLUB ANNUAL AUCTION

Saturday 6th July 2013 at Dingley Hall (No general meeting)  
Auction starts at 1300hrs registration from 12 noon

### AGM

Saturday 3rd. August 2013 at our Flying Field, General Meeting and A.G.M 1300hrs.

**Don White** Secretary

## TEAM CAPTAIN

Our Team Captain is currently recovering from a surgical procedure, so is on light duties for the time being, ( Ed )

No report at this time

**Steve Malcman** P&DARCS Team Captain



## WEBMASTER

Well, this month has been busy behind the scenes.

Only a few members noticed issues with the website, but I had an ongoing battle with web attacks. At one stage the whole site was off the air, and I had to rebuild it. Once I fixed something and locked it down, they would attack something else. You will notice that the newsletter subscription box has disappeared, that was one way they were attacking, and the only solution was to remove it.

I received hundreds of emails from the subscription software about false emails and attacks. I can tell you that no member email data was compromised.

I have spent many hours fighting this attack behind the scenes, and I think I have it locked down now enough for the time being, but as we are running a very old version of the web software it is still at risk.

It is time to upgrade and this is not a small task, as there are many incompatibilities between the current and latest software.

Why anyone would want to attack our little Club Website is beyond me. I want to say something stronger, but will refrain from including expletives in the Newsletter !

Once we get there, hopefully you will not see any difference on the face of it.

Cheers,

**Paul Webber**, Webmaster

## REGISTRAR

### Membership Renewals

I am just waiting to find out what the new VMAA fees are, and then I will be processing the renewals. I hope to get them out as early as possible to you.

### Inductions / Orientation

Please give me a call or email to arrange a time. I now have Frank to give me a hand if you wish to make a time during the week.

Please note that I will not chase you to make an appointment.

### Changes to your contact information

Let me know of any changes of your details by email [registrar@pdarcs.com.au](mailto:registrar@pdarcs.com.au) (preferred) snail mail (Club mail address) or least preferred by phone (my mobile).

Membership to date, refer to the spreadsheet below

**Paul Webber**, Registrar

Phone 0417 558 779

Email: [Registrar@pdarcs.com.au](mailto:Registrar@pdarcs.com.au)

	Paid 2012-13	Unpaid	New 12-13
Associate	6	0	1
Full	99	0	1
Junior	0	0	0
Life	3		
Non-flying Full	0	0	0
Pensioner	36	0	0
Probationary	16	0	8
Student	2	0	0
Spouse	1	0	1
Resigned		<b>18</b>	
Lapsed		<b>11</b>	
Re Joined	3		
Passed Away	2		
Sub Total	<b>164</b>	29	11



## SOCIAL DIRECTOR

May is a quiet month for us, so I don't have much to report. For June we have the IMAC 50cc Competition on the 23<sup>rd</sup> & we also have a Twi-Fly on the 29<sup>th</sup>. My intention is to run a fun fly on the same day. More planning is required & we will keep you updated via our website.

Regards,

**Daniel Jenkins**, Social Director

## SAFETY OFFICER

No report for this month

**Alan Foley** Safety Officer

## BUILDINGS OFFICER

**Nothing to report for this month**

**David Glossop**, Buildings Officer

## FIELD MANAGER

No report for this month

**Norm Morrish** Field Manager

## FOR SALE

A 6ch, 2.4 futaba radio, near new, transmitter and rec, no servos, \$ 100.00.  
Darryl Cope, 0404 811 561

Two brand new unflown E-Flite models

\* 52" P51B Mustang (matt olive drab) with E-Flite electric retracts

\* Boeing Stearman with a great looking dummy radial motor.

These are built up models not foamies  
They come with Hyperion motors, Hyperion metal geared servos, Hyperion LiPo's, ESC's, props etc. and 2.4 receivers if you want them.

Price is \$350-00 each without Rx and \$380-00 with Rx and you could get additional info from the Model Flight website

Thommo 0408 33 55 23

## P&DARCS CALENDAR FOR 2013

Date	Day	Confirmed ?	Location	Details	Comments
<b>May</b>					
5 <sup>th</sup>	Sun	Yes	Burley Field	Club Meeting	
23 <sup>rd</sup>	Thu	Yes	Dingley	Committee Meeting (Winter)	
<b>June</b>					
1 <sup>st</sup>	Sat	Yes	Burley Field	Club Meeting	
20 <sup>th</sup>	Thu	Yes	Dingley	Committee Meeting	
23 <sup>rd</sup>	Sun	Yes	Burley Field	IMAC 50cc Competition	
29 <sup>th</sup>	Sat	Yes	Burley Field	Bi-Monthly Twi-Fly	
<b>July</b>					
6 <sup>th</sup>	Sat	Yes	Dingley	Annual Club Auction	
18 <sup>th</sup>	Thu	Yes	Dingley	Committee Meeting	
<b>August</b>					
3 <sup>rd</sup>	Sat	Yes	Burley Field	Club Meeting & AGM	
22 <sup>nd</sup>	Thu	Yes	Dingley	Committee Meeting	
31 <sup>st</sup>	Sat	Yes	Burley Field	Bi-Monthly Twi-Fly	
<b>September</b>					
1 <sup>st</sup>	Sun	Yes	Burley Field	Club Meeting & Co-Op AGM	
19 <sup>th</sup>	Thu	Yes	Dingley	Committee Meeting	
<b>October</b>					
5 <sup>th</sup>	Sat	Yes	Burley Field	Club Meeting	
24 <sup>th</sup>	Thu	Yes	Dingley	Committee Meeting	
26 <sup>th</sup>	Sat	Yes	Burley Field	Bi-Monthly Twi-Fly	
<b>November</b>					
3 <sup>rd</sup>	Sun	Yes	Burley Field	Club Meeting	
21 <sup>st</sup>	Thu	Yes	Burley Field	Committee Meeting (Summer)	
<b>December</b>					
1 <sup>st</sup>	Sun	Yes	Burley Field	APA Pattern	
7 <sup>th</sup>	Sat	Yes	Burley Field	Club Meeting	
11 <sup>th</sup>	Wed	Yes	Burley Field	Annual Dinner & Twi-Fly	

# MORE PICS FROM THE VSFAA MEET APRIL 21st



Roley



Guess who ?



Shakey rotation



Stuck in a crack



Happy winner

A little gem from David Walsh

**WARNING  
CONTAGIOUS  
MODEL AIRCRAFT  
DISEASE  
ADULT MALES VERY SUSCEPTIBLE**

**SYMPTONS:** Continual complaint as to need for a constructive hobby. Patient has blank expression, sometimes deaf to children and wife. Always haunts basement, attic or garage. Will not do work around house. Has nose in model aircraft catalogues and magazines. Often found wandering alongside runways, or around airfields, hangars, bases and airports with camera. Mumbles numbers and names such as : ME 109, F17, TA 154, 747, Skyhawk, Bell, Iroquois, Spitfire, Jumbo, Boeing.

**No Known Cure - Disease Not Fatal**

Victims should assemble model aircraft as often as possible.

# FA – 18 failure at Lethbridge County Airport in Canada

The pilot, Capt' Brian Bews was practicing a daring low altitude pass called the high alpha pass – when one engine failed

Anon

Captain Bews ejects from the cockpit, with the ejector seat rocket motors firing



Left hand engine nozzle fully open developing no thrust, the white item near the vertical stab' is an ejector seat stabilizing drogue



Notice the pilot's head pinned to his chest from the severe "g" forces produced by the solid rocket motors in the ACES II seat. They burn for about 2/10ths of a second, enough time to propel him at least 60 feet clear of the aircraft, ejected canopy at the rear



Close to impact, the chute' is still slowing the pilot, the seat following the aircraft down



Initial impact



Fireball from ignited fuel



# SPEED MACHINES

By Richard ( Dick ) Ryland

## North American F-100 Super Sabre

This aircraft was designed to succeed the immensely popular and successful North American F-86 Sabre. It was the first supersonic aircraft in the United States Air Force and indeed, it went supersonic on its very first flight in 1953!

It had various problems early on, the worst of them being instability in pitch and yaw sometimes leading to increasing and uncontrollable yaw coupling.

In 1954, the North American chief test pilot, "Wheaties" Welsh was killed, while conducting a structural integrity test, diving the plane at mach 1.4, it disintegrated

The wing span was increased and the tailfin area also increased to help overcome this, but the major fix was the installation of pitch and yaw dampeners.

Two hundred F- 100 Super Sabres were recalled to North American, to discover what corrective work was required, and to have the modifications carried out, almost bankrupting the company



The Super Sabre was the first of the renowned " Century Fighters ", the aircraft designated F-100 to F-105 culminating in the late sixties with the General Dynamics F-111, a swing – wing two-seater that carried eight tons of bombs and rockets at 1650 mph.

The Fifties was the second Golden Age of aviation with the arrival of the jets and their vastly increased capabilities but it was also a time of pushing the boundaries and the accident rate of these aircraft would not be tolerated today. By the time the Super Sabre was retired from service in the USAF in 1972, 889 had been destroyed in accidents and 324 pilots killed. Incredible numbers.

One problem unique to the new swept wing aircraft was the severe pitch up when the outer wings stalled. This suddenly moved the centre of lift forward causing the aircraft to pitch up violently, most often while attempting to land. The resultant extreme angle of attack and the continuous rolling and yawing of the aircraft came to be known grimly as the Sabre Dance. You Tube has film of an aircraft in that situation with the pilot battling the Sabre Dance just above the runway but eventually losing the fight and crashing.



The news is not all bad though! The Super Sabre gave great service over almost twenty years. Initially used as a fighter, it eventually became an effective ground attack aircraft. It was deployed to Vietnam early in that war.

Its main claim to fame is that for a while it held the World Airspeed Record at 1323 kph (822mph). This was the last time that airspeed record attempts were flown at low level. They were flown in the hottest desert area they could find as the air was thinner in those conditions. Just imagine the scene with one of these huge jets hurtling past you at 500 ft and 1323 kilometers per hour, in full afterburner, burning fuel at an enormous rate, and laying a shattering sonic boom in its path !  
What a sight!  
What a great Speed Machine!

Well, this is as close as most of us ever get to flying an F-100 Super Sabre





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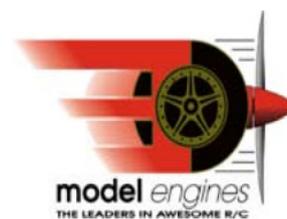


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 No Darrat on 0417 125 101 or [raj@darrat.com](mailto:raj@darrat.com)

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 At the Burley Field, 1-00 pm start

**P&DARCS Newsletter**  
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