

# *The News*

*February 2010*

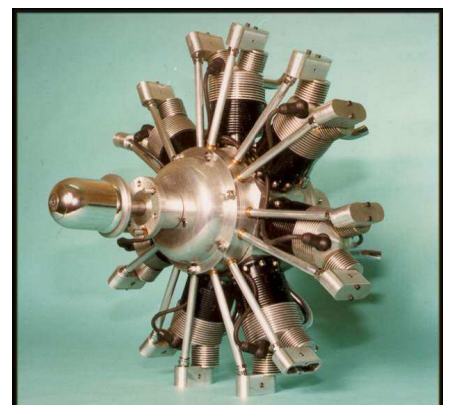


**PDARCS**

## **Next club meeting – at the Field**

*Sunday 7<sup>th</sup> February 2010, BBQ Lunch 12.30 pm Start*

Our Special Guest, weather permitting will be Paul Chernikeeff of Rotec Engines fame who will be flying into the field in his Fly Baby powered by one of his radial engines



## BURLEY FIELD

Wenn Road Cardinia

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

P.O.Box 131, MDC  
Cranbourne 3977  
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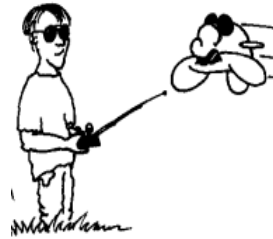
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- Club History
- For Sale
- Mug of the Month
- Badlands
- Changelings
- Monty Tyrrell
- Club Calendar

## Editor's Bit



Well the Christmas New Year break is all over for another year. Boy it goes quickly.

All of my model building plans didn't quite make it to fruition although I did finish one off. I did get stuck into a new building project though which has re invigorated me a little and I plan to keep a regular building session on the weekly agenda. Interestingly this building project won't ever fly coz it's a boat. Whenever I go away camping I always seem to be near a river or body of water of some kind so why not take a boat. So I put pen to paper and designed a small electric powered Swamp Boat, sometimes known as an Air Boat. The hull is nearly finished and I now only need to install the electrics and see if it all works. I'll put some photos in next month.

Having a couple of weeks of holidays gave me the opportunity to web surf a little. It is really quite amazing how fast technology it moving along in our hobby. There are now Micro 4 channel warbirds available complete ready to fly for about \$100 to \$150, Dirt Cheap really. Then if you make an online trip to U Tube and search for P&DARCS you will find a number of videos of models flying at our field. Quite a number of them are from tiny video cameras that are actually on board the model. The quality of these cheap cameras is quite startling. You must see Andrew Mysliborski's clip from onboard his Foam Eagle (The bird I mean not the Jet fighter)

The biggest problem with all of this new technology is that I want one of everything! Those micro Fighters (Parkzone have a mini Mustang and Model Engines have a mini Mustang and Spitfire) Will be perfect for me to zoom around a caravan park so I can't see me resisting the temptation for very long. The best thing is that as they are totally ready to fly they won't sit on the pile of waiting to be assembled models currently sitting on the floor of my shed.

Anyway I must get a move on with this newsletter so Happy New Year to you all and I hope that 2010 will be a prosperous one for you. ( so that you can afford lots of new models)

I will make a quick request that every one has a think about sending me something for the newsletter. Details of your latest model or some new technology that you have got your hands on would be great. As would flying, building or assembly tips. If you enjoy the newsletter in its current format , current frequency and its current editor please send me material.

*That's all Folks*

## Whats on February 2010

Info taken directly from the VMAA contest Calendar

Feb	7	VFSAA Sportscale / ARF Scale	Ballarat	BRMFC
	7	Sports Aerobatics (for beginners)	Rosebud West	NMAA
	14	Old Timer	Warragul	LVMAC
	14	Pylon Racing. Q500, Boomerangs.	Lilydale	L&DMFA
	21	Pattern Aerobatics / F3A	Mannerim, Geelong	GMAA
	27	Display Day	Hastings Foreshore	WPMAC
	27-28	ASAA Scale Aerobatics Competition		
		And Display weekend	Sale	S&DAC
	27-28	Pylon Racing. Q500, F400, FA1.	Munro	VMPRA
	28	Leura Fun Fly	Camperdown Racecourse	CMAC

7<sup>th</sup> February

Club Meeting at the Field Guest Speaker flying in !!

# Presidential Address

Ivan Chislett



It was pleasing to see such a good roll up for the December General Meeting held at the club. As was published the main item on the agenda was the proposed purchase of a new lawn mower to mow the field. Norm Morish had arranged for the proposed unit to be brought to the field so that the members could see a demonstration. It also allowed some of the "mower men" to actually have a drive of the unit. The demonstration of the unit was very impressive and it certainly appeared to do a good job. One of the major advantages of the unit was the ease of inspecting and maintaining the mower blades. With the old unit mounted under the Kubota tractor the committee was very concerned at the potential danger and difficulty of working on the mower deck under the tractor.

Following the demonstration the members voted at the meeting to purchase the new mower for a total outlay of \$24,700. This purchase pretty much cleaned out the "depreciation" account of the club. This account is used to accumulate funds so that capital items, such as new or replacement equipment, can be funded. With this fund now pretty much depleted we will now have to ensure that this fund is built up again. This may result in an increase in fees as we now have an additional piece of equipment that will have a depreciated life to consider. With the addition of the new mower the club is now in a very good state of equipment and we now have effectively a back-up mower should one become unserviceable. A big thank you goes to Norm Morrish for all the work he did chasing up the details of all the types of mowers and organizing the demonstration.

We still have a few major item of expenditure this financial year. Both the Ferguson and Kubota tractors require new clutches. As this work has to be done of site and will require both machines to be "split" it is anticipated that it will cost in the vicinity of \$5,000 for the both machines. Fortunately this is work that is only required infrequently.

There will be at least a couple of working bees organized shortly. One being the completion of the handicap toilet & workshop. The other, the removal of the small shed inside the big garage. Following the removal of the small shed we will install the lockers that one of our members kindly donated. This will free up a lot of space in the garage so that all of our equipment can be better arranged and stored. We will also be looking at constructing the ramp from the club house. There is a possibility that the ramp will be constructed by a contractor. A decision on this will be made by the committee after seeking quotes. The southwest corner of the clubhouse requires repair and is becoming quite urgent.

With a club of our size there is always lots of work to do. If we are unsuccessful in getting members at working bees then we have no alternative than to hire contractors. Doing this will naturally put pressure on fees. Hence it is in everyone's interest to help out at working bees.

Over the holiday period it has been noticed that several members were signing in visitors. Whilst this is great to have visitors at our club there is a responsibility for the member to ensure that their visitor knows and follows the club rules. In particular the rules of using the keyboard. The MAAA requires the use of a frequency key for 2.4GHz equipment. There is a place on the keyboard for 2.4 keys. Whilst some may argue that a key for frequency control for 2.4 is unnecessary due to the design of the equipment. Never the less the MAAA and indirectly our insurers require it. So it shall be done. It is particularly disappointing to hear of visitors that know of this requirement yet disregard it when they visit our field. If their club does not enforce it then that is their problem. P&DARCS will follow the MAAA directive and if a visitor does not want to then maybe they should reconsider being a visitor at our field.

Lyn Cox is selling all of Trevor's modelling gear and planes. If you would like a list of what is for sale please send me an e-mail at [chiseli@optusnet.com.au](mailto:chiseli@optusnet.com.au) and I will send you the list.

I look forward to seeing you all at the field.

# Secretary's Report

Don White

**General meeting held 5<sup>th</sup> December 2009 at Burley Field**  
Meeting opened at 1310hrs.

**Apologies:** B Dowie

**Minutes of the previous meeting be accepted:**  
moved W Schubach Seconded F Webb Carried

**Business arising from previous minutes:** Nil

## President

Appreciate the work done by members in making extensive inquiries for the new mower

Thank you to all members who attended the working "B"

## Treasurer:

Cost of the new mower \$24,000 this includes returning the existing decks. Peter Harris (Treasurer) gave the members an account of the financial status of the club.

Extensive discussion on the club finances

Moved B Green that the treasurers report be accepted,  
Seconded P Langton Carried

## Maintenance:

Air conditioner now working but will need to be replaced in the near future with a different brand and model

## Safety:

Visitors and non-members to be at least 30m from the edge of the runways

## Social:

Paul Chemokoff of "Rotex" has agreed to attend the club meeting on Sunday 7<sup>th</sup> February 2010 at the "Burley Field" with an ultra light aircraft.

## General:

There was discussion on the new mower, several members spoke on this subject, Norm Morrish gave a description of the mower as well as a demonstration of the mower which was at the field. This mower to be used only on the runways and pit area all other mowing, the car park etc to be done with Kubota

Moved by N Morrish that the club purchase the new Kubota model F3680 mower with roof ,extra blades and keys total cost of \$24,700  
Seconded P Langton Carried

A vote was taken by members present was in the affirmative  
( 3 members against)

Meeting closed at 1400hrs

**Next general meeting Sunday 7<sup>th</sup> February 2010  
at the "Burley Field" 1300hrs**

## Other Reports

Well . I have been underwhelmed by the flood of reports from committee members. I I will present all of the reports that I didn't get in the space left in this column.

I guess everyone is in Holiday mode still. I know I certainly am.

## Club History

In the last issue last year Wal put together a brief article on the formation of the club. I quite liked the idea of covering a little club history in the newsletter every now and then so thought that I would look into it a little more.

Where do I start ? Well We do have a club history book that covers up to the early 90s so that will be as good a place as any . I then wondered how many of the original members we still have in the club. I have obtained this info as well.

I don't intend to cover very much this month as I am running very very very late with the newsletter. I will drop a few snippet of info though to spark your interest.

Who Were our first Presidents ?

1966	Peter Richards
1967	Norm Savage
1968	Mal Caesar
1969	Jim Davie
1970	Norm Savage
1971	Monty Tyrrell
1972	Colin Gissing
1973	Bob Hyde
1974	Wally Schubach
1975	Frank Dibble

Now there are a few familiar names in there only three are still members. Considering this was 35-45 years ago it isn't surprising that not all are names we remember. We owe a great deal of thank to these early club leaders as they form and made viable the great club we all enjoy today.

As time permits I will cover more of our club history as I really believe that it is important that we understand where our club came from and those members who may now be just in the background but contributed in such a big way to the foundation of our club.

## Mal Caesar

I mentioned by email during the month Poor old Mal (our third President 1968) has been in the wars of late and has been shackled up in a rehab hospital recovering from surgery for a few months.

It was Mals 80<sup>th</sup> Birthday last month and after my email quite a few of our members took the opportunity to visit Mal in hospital and I am sure that he really appreciated it.

Well, he is still in there but he has annoyed the staff so much ☺ that they have moved him to a new Rehab centre. If you would like to catch up with Mal he is now located at

REGIS LAKE Park.1 Lake Rd Blackburn  
Phone: 98751577  
Please call first before dropping in.



## For Sale

Large Scale Corsair  
some of the brief details  
I have are :

Length: 1.85 metres  
Wing: 2.45metres  
Power 5.8cc (gas)  
22" Prop



No price given but if you are interested  
please contact: Fernando Carrera  
wrac@hotmail.com  
Phone Number 0432355806

## For Sale - Gliders

Great Planes Fling 2 mtr ARF \$140  
Great Planes Spirit Elite 2mtr \$100  
Contact DarrylCope 97024852  
dags18@bigpond.com

## Wanted

OS70 Surpass ( original surpass ) crankcase or  
complete damaged engine.

Kraft wing bolts, the original white ones with the  
hex heads.

Contact Geoff Healey 0418352705

## Help

Ern Hancock has misplaced his model. One minute  
he was flying it around and then it  
disappeared. Witnesses claim that they saw it  
disappear into the distance in an east - north  
easterly direction.

Because Ern was wearing his reading glasses and  
not distance glasses he claims that it just vanished  
from sight. Mug of the Month what do you think  
guys ???

Seriously though. If anyone returns a model or you  
see it on the side of the road please give Ern a call.  
The model was a yellow and black low wing  
monoplane of mixed design ( Scratched) powered  
by an OS 55.

Give Ern a call on 9705 0426

He would also like to buy a JR X2720 36mhg  
Tranny from anyone who has one for sale.

## 63<sup>rd</sup> Australian Nationals

*Keith Schneider of the Victoria Scale Association passed  
on this short report on the results of the recent  
Australian Scale Nationals*

The 63rd Australian Nationals (Scale ) held at  
Albury last week ran well, with 5 entries in F4c, 11  
entries in Large Scale and 12 in Flying only Scale  
( ARF ).

Fortunately there was not too much damage cause  
during the event. Noel Whitehead unfortunately  
lost his Boomerang on his first flight, David Balfour  
damaged his u/c on landing, John Lamont  
damaged his cockpit canopy after a turnover, and  
Chris Henry damaged his Spitfire on the first day.  
He was able to repair the wing over night and carry  
on the next day. The weather was hot, fairly windy  
and not too many flies, thank goodness.

The results are as follows.

### F4c

1<sup>st</sup> Alf Williams Tiger Moth  
2<sup>nd</sup> Noel Findlay Bristol Bulldog  
3<sup>rd</sup> Bill Mansell Spacewalker

### Large Scale :

1<sup>st</sup> Mark Collins Beech D17S  
2<sup>nd</sup> Gary Sunderland Fokker D 7  
3<sup>rd</sup> John Lamont Spacewalker

### ARF Scale

1<sup>st</sup> David Tennant Yak 54  
2<sup>nd</sup> John Lamont Extra  
3<sup>rd</sup> Roger Carrigg Boeing Stearman

## Mug of the Month

Nope not Ern but the VMAA !

A note to me from Chris Caulcutt VMAA secretary which  
was included in some other dealings I was having with him  
says it all.

(Here's a good Mug of the month) We arranged to get the  
colour laser printer donated as sponsorship for the  
Nationals, but as you know printers are only sent out with  
minimal toner cartridges that are purely for set up only. To  
buy toner cartridges for this machine they cost \$460 ea,  
and there are 4 of them !! We should have asked for the  
toner to be part of the sponsorship, and we should have  
bought the machine.

## Committee Bits

I am running out of newsletter space guys so I  
apologise if the following are bluntly put with no  
story/history attached.

- Please note that there should be no mowing of  
the field on Total Fire Ban days . Also  
remember that there is no flying on Total Fire  
Ban Days either.
- You should also under no circumstances park  
under the hayshed. This applies to all  
members.

On a lighter note . Steve Malcman has agreed to  
be our Heli Instructor /Mentor so if you want some  
assistance please give Steve a call. Actually email  
him as I cant find his number at the moment.  
[smalcman@optusnet.com.au](mailto:smalcman@optusnet.com.au)

I will tell you the story .

Last Sunday Peter Harrison lost his Old Timer model . Unfortunately for me, attached to the plane was my altitude recorder (A\$ 150) . after a successful climb to height the model dived vertical at full speed and disappeared somewhere in the badland behind the road . Peter, Robo , Stewart ? and myself spent few hours fighting native vegetation , snakes etc. searching for the wreck with no success . So we give up. I believe that there were a few more unsuccessful attempts in the following days .

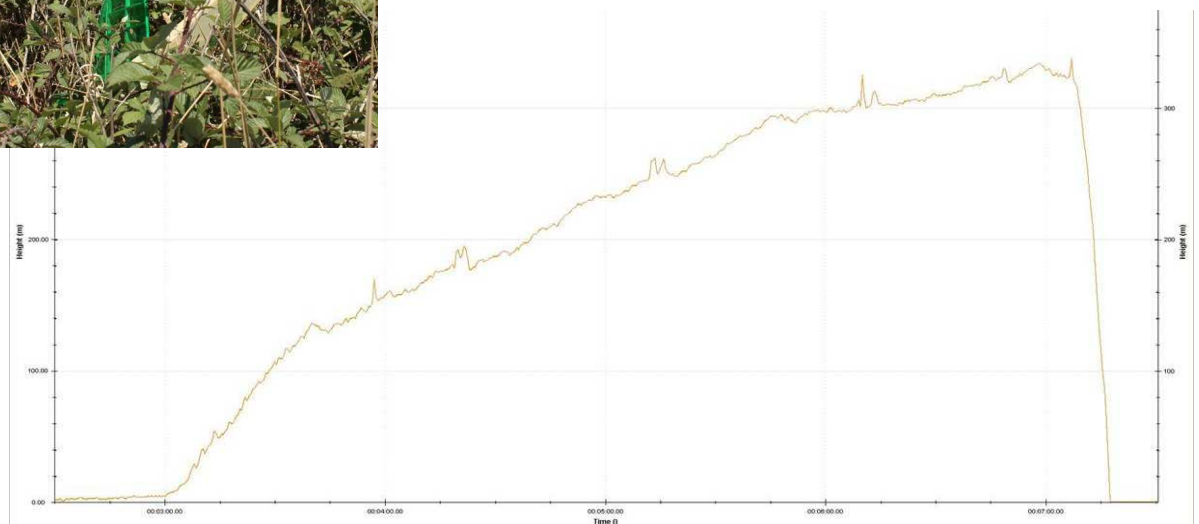
This morning (Thursday) it came to me that I use to play with aerial photography and should have my flying spy equipment somewhere around. After 1 hour I was ready to go.

So I went to the field for some action tests .There was nobody around to help and flying & operating camera was a bit difficult . After a few passes over the area I landed and went home to check pictures. I did about 50 pics, some good some not so good but acceptable ..On few shots I noticed strange shape with colors not matching area colors . I was a bit skeptical because it so close to the area we searched .



I again went again to the field to investigate and there she was, 10 feet from the road . It made my day .

I did recover my recorder with data . Terminal dive start at 338 m (1100feet). I think that I am now well qualified for badland Search and rescue . Hire rate is A\$ 100 p/h ONO . ☺





# North American P-51 Mustang

Richard ( Dick) Ryland

It has always intrigued me that some of the most iconic aircraft have in fact been radically altered since their first versions flew. I see the P-51D Mustang as one of most perfectly proportioned aircraft ever made yet it began life as a very ordinary looking machine.

As WW11 began England was in desperate need of more fighter aircraft than their own factories could produce. England had been very impressed with their dealings with North American with their Harvard trainers and approached them for the fighter aircraft needed, initially suggesting that North American open a second production facility for the Curtiss P-40! North American assured them that they could make a better fighter than the P-40 but, concerned that they had never made a fighter before, England only agreed to commission North American to make the new fighter if they could get access to the wind tunnel data and flight test data of the P-40 from Curtiss. Curtiss agreed to sell this information to North American which is why the new fighter looked very much like the P-40.

It had the Allison engine of the P-40 and a very similar fuselage with the same cowling and multi-panelled cockpit. The wing though was a very new affair with supercritical airfoil and the massive radiator was mounted under the mid-fuselage in such a way that some of its drag was negated by thrust developed by the air expanding as it went through it. The wing, fin and elevator tips were squared off simply to speed production. The result of all this was a very average looking machine named the Mustang by the British.

The British suggested the fitting of the Rolls Royce Merlin engine which transformed the plane's performance and the cowling for the new engine was a work of art. Visibility from the cockpit was still very poor and they fitted Spitfire canopies to help with that until the Americans came up with the bubble canopy. The reduced stability due to less rear fuselage area resulting from the new canopy installation was overcome by adding a fillet to the fin. At long last the ugly duckling had become the P-51D, one of the best looking aircraft ever made!

It would be nice to think that the mighty Mustang (initially called the Apache by the USAAF) was a superb original design but in fact it slowly evolved from an ungainly looking compromise between an old design from a competitor and changes made as wartime experience revealed its significant weaknesses although it did incorporate innovative wing and radiator designs. The end result though was certainly one of the most exquisite machines ever made!



# The P&DARCS

## Monty Tyrrell Scale Rally 2010



Sunday 21st March 2010

The P&DARCS would like to invite all scale modelers, and would be scale modellers, to the 2009 Monty Tyrrell Scale Rally. The event will be held on Sunday the 21st March 2010

This event was started as a way to encourage the building and flying of scale models, and with the sad passing of Monty, the event was renamed in his honor. This event is run as a rally, so that competitors can fly their aircraft in a relaxed manner, have a great day out, and perhaps even win a prize !

### **GENERAL RULES**

1. Aircraft must be a replica of a full sized aircraft. 3 views are not required unless the aircraft is of a unknown origin
2. Minimum flights required to be deemed eligible for trophies is 3
3. All pilots must have helper/caller. ( This is for safety and is mandatory)
4. Aircraft will be judged on realism in takeoff, flying and landing.
5. A holding bay will be used, when one aircraft lands, another will be permitted to take off, providing it is safe to do so. Maximum number of Aircraft permitted in the air at the one time is 6
6. No hovering permitted, by any aircraft! No exceptions ! aircraft to fly in normal flight patterns

### **PRIZES**

The categories that will be contested are as follows :-

#### **SCRATCH BUILT AIRCRAFT.**

Any aircraft the has been built from plans, or has been built from a kit. This will be scrutinized by the judges !

#### **ARF AIRCRAFT.**

This category is opened to the almost ready to fly models.

Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place for both these categories, as well as a raffle being run for the entrants and helpers. The raffle prizes will be a bottles of wine, with 12 to give away 6 for the helpers and 6 for the contestants. The wine is Sponsored by [Triple T Insurance Services](#)

[SC Models](#) will again sponsor the best electric model of the day

Other Prize sponsors are still to be finalized but Model Engines , The Hobbyman, Addies Hobbies and Hallam Hobbies are sure to be prominent amongst them

The Overall Trophy , The Monty Tyrrell Trophy will be awarded by the judges for the pilot that they believe promotes, the true spirit of clubmanship and sportsmanship in the building and flying of scale aircraft.

### **Notes:-**

**Pre Entry** Pre-enrolment is encouraged as it gives us an idea of numbers, but please send no money, just pay on the day. The Entry form is available on the website

**Entry Fee** \$10.00 for the first aircraft, \$5.00 for each model thereafter

**QUESTIONS ?** E-MAIL: [dags18@bigpond.com](mailto:dags18@bigpond.com)

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

**Looking forward to seeing you there.**



# P&DARCS CALENDAR FOR 2010

Month	Date	Day	Location	Details
<b>Feb</b>	7th	Sun	Burley Field	Club Meeting
	17 <sup>th</sup>	Wed	Dingley	Committee Meeting
<b>Mar</b>	6th	Sat	Burley Field	Club Meeting
	17 <sup>th</sup>	Wed	Burley Filed	Twilight Meeting
	21 <sup>st</sup>	Sun	Burley Field	Monty Tyrell Scale Rally
	24 <sup>th</sup>	Wed	Dingley	Committee Meeting
<b>Apr</b>	4 <sup>th</sup>	Sun	Burley Field	Club Meeting
	11 <sup>th</sup>	Sun	Burley Field	State Champs ARF & F4C
	21 <sup>st</sup>	Wed	Dingley	Committee Meeting
<b>May</b>	1st	Sat	Burley Field	Club Meeting
	19 <sup>th</sup>	Wed	Dingley	Committee Meeting
	23 <sup>rd</sup>	Sun	Burley Field	O.S. Day
<b>June</b>	2 <sup>nd</sup>	Wed	Dingley	Club Meeting
	12-14 <sup>th</sup>			Queen's Birthday Weekend
	23 <sup>rd</sup>	Wed	Dingley	Committee Meeting
<b>July</b>	7 <sup>th</sup>	Wed	Dingley	Club Meeting
	21 <sup>st</sup>	Wed	Dingley	Committee Meeting
<b>Aug</b>	4 <sup>th</sup>	Wed	Dingley	Club Meeting A.G.M.
	25 <sup>th</sup>	Wed	Dingley	Committee Meeting
<b>Sep</b>	1 <sup>st</sup>	Wed	Dingley	Club Meeting – Auction
	22 <sup>nd</sup>	Wed	Dingley	Committee Meeting
<b>Oct</b>	6 <sup>th</sup>	Wed	Dingley	Club Meeting
	10 <sup>th</sup>	Sun	Burley Field	State Champs ARF & Large Scale
	20 <sup>th</sup>	Wed	Dingley	Committee Meeting
<b>Nov</b>	3 <sup>rd</sup>	Wed	Dingley	Club Meeting
	17 <sup>th</sup>	Wed	Dingley	Committee Meeting
<b>Dec</b>	4 <sup>th</sup>	Sat	Burley field	Club Meeting
	15 <sup>th</sup>	Wed	Burley Field	Annual Twi-Fly

These dates are provisional and may change, Changes will be noted in the newsletter

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## MODELLING "BOOT SALE"

At the P&DARCS Field as part of the - **Monty Tyrell Scale Day**

**Sun. March 21st. 2010**

Do you have any modelling stuff you want to sell? If so then why not hire a site at the **HUGE P&DARCS MODELLING BOOT SALE**.  
Sites are available for \$10-00 for the day and will be approximately 2M X 2M. Come Along and get the Bargains.

To book a site - contact;

Ivan Chiselett on 9898 4379 or president @pdarcs.com.au

**Note; All sites are to be pre-booked, none will be available on the day**

### P&DARCS Newsletter

If undelivered return to  
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