

P&DARCS

Pakenham & District Aircraft Radio Control Society

THE NEWS DECEMBER 2012



THE CHRISTMAS DINNER AND TWI - FLY IS ON 12th DECEMBER, see details page 5

Merry Christmas to all, a Happy Holiday Season, and a safe and prosperous New Year

REMINDERS:

NAME BADGES MUST BE WORN AT ALL TIMES, NO BADGE, NO FLY, (TO STOP FREELoadERS USING YOUR FLYING FIELD)

ALSO, VISITORS MUST BE SIGNED IN, AND WEAR A “ STICK ON “ NAME BADGE

YOU MUST USE A RESTRAINT WHEN STARTING A MODEL IN THE PITS.

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

BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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Catering Manager

Vacant

Editorial Submissions to:

editor@pdarcs.com.au

Editor's Bit

It's that time of year when you need to spread around hints of what Model Airplane goodies you would like in the Christmas stocking

Maybe just go to your favorite Model Shop and do a Christmas " splurge " on yourself

The December Calendar is filling up with all those Social events that must happen in December, then the big day comes along, and it's all over !

The **Annual Christmas Dinner** catered by Joan and Bill Reynolds, is always a nice way to cap off the year, delicious food, good social, everyone will be there

As dark approaches, you can watch the Twi – Flyers doing their thing outside, there will be all sorts of " copters ", Mono / Tri / Quad + fixed wing wonders + flying tents, (Skyflex)

All emblazoned with bright multi – coloured leds

The Twi-Fly event is a lot of fun

ON YOUR CHRISTMAS WISH - LIST

TRANSPORT FOR THE SENIOR AEROMODELLER

Great for getting to the flying field, no license required / good fuel economy
plenty of model storage / all weather accommodation / low cost



Wishing you all the best for the festive season

Frank McPherson Editor



What's On

At P&DARCS 2012

December

1	Club Meeting	Burley Field
2	F3A aerobatics	Burley Field
12	Annual Christmas Twi-Fly	Burley Field

From the VMAA Events Calendar 2012

December

1	F3A Aerobatics Caldermeade (TBC) SWAMPS
2	F3A Aerobatics Pakenham P&DARCS

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PRESIDENT

In the past month Joan and I have spent two delightful weeks in North Queensland, one in Cairns and one in Port Douglas. Before we went I emailed the Cairns Model Aero Club, telling I would be in the area and may call in to say G'day, and duly received an answer from the club secretary with details of their flying field location. Secretary Don and wife Brenda were in Cairns at the same time, so we picked them up on Saturday morning and drove out to the local club field.

Why am I telling you all this?? -----Because I just could'nt help thinking how lucky we are, that our club elders had such foresight and drive to establish what we seem to take for granted nowdays. Those guys fly from a turf farm--yes a turf farm. Sounds great, lovely grass everywhere--acres (sorry hectares) of it . However, apart from a run down toilet block at the far end of the area, they have absolutely no facilities whatsoever. So as each member arrives, he backs his car to the edge of the flying area, and the first job is to erect his shade shelter. We then found that they can only fly on Saturdays, at the discretion, and through the goodwill of the owner / turf farmer. To quote an old but true saying "you guys have never had it so good"!!!!

Bill' Reynolds, Pres'

SECRETARY

General meeting held 3rd November at the "Burley Field" Wenn Rd. Cardinia.

Meeting opened at 1300hrs.
Members Present 17

Meeting Chaired by Vice President Ivan Chiselett

Apologies: Daniel Jenkins, Bill Reynolds, David Walsh
Steve Malcman, Barry Law, Phil Langton, Don White & Paul Webber

Minutes of the previous meeting:

Moved Frank Connelly that the minutes of the previous meeting be accepted, seconded Frank Dibble, Carried.

Business arising from previous minutes:

Nil

Secretary:

Secretary was absent. Minutes were taken by Ivan Chiselett.

Vice President

Ivan Chiselett reminded the members of the importance of wearing their club badges at the field. He reminded members of the club rule "No badge no Fly" and requested that members assist the committee to ensure this rule is followed to ensure that our facility is not misused. He also thanked David Glossop for providing a Visitor Badge system that enabled Visitors to wear a temporary "stick on" Visitor Badge during their visit so that they can be readily identified that they have been correctly signed in as a visitor.

Members were reminded that visitors must be signed in by a P&DARCS member and they now must wear the new Visitor stick on badge whilst flying at the field.

Registrar: Absent.

Building Manager:

David Glossop noted that no major works were being done. He noted that the guttering around the Tx pound will be done by members.

Safety Officer

Alan Foley reminded members of the club that required aircraft to be restrained when starting them. The club has restraints in the Tx pound and these should be used if you do not have your own

.Equipment Maintenance Field Manager:

Norm Morrish reported that he was progressing with the "smoothing" out of the heaps of soil left over from the drainage works.. He also noted that the farmer intended to cut the grass in the next couple of weeks.

The members commented that the field looked extremely good at the moment.

Treasurer:

The Treasurer advised that membership subscriptions are at the level where the club has sufficient funds to operate.

The Treasurer proposed that the report be accepted, seconded by Wal Schubach, Carried

Social Officer Absent.

Daniel Jenkins left instructions to remind the members the Requirement to purchase tickets for the X-Mas dinner night at the field.

General Business:

1. Wal Schubach asked that a suitable sign be provided for the "handicap toilet". It was agreed that the committee would take this on board.
2. Frank Dibble queried the status of Neil Manassa's Life Membership. It was noted that he had had the honor bestowed on him but it was yet to be added to the honor board. The committee would look into rectifying this matter.
3. Paul Sommerville asked that a vote of thanks be given to Rick for fixing the shower heater. This was agreed to by the members.
4. Next General Meeting. The members were reminded that due to a competition scheduled at the field for Sunday Dec 3, the December General meeting will again be on Saturday.
Meeting closed at 1:40pm.

Next general meeting Saturday 1st December at the "Burley Field" Wenn Road Cardinia at 1300 hours.

Ivan Chiselet vice President

TEAM CAPTAIN

We are now coming to the end of this year and before long we will be in the New Year. I stress this point as I would like to encourage members to come forward to participate in the P&DARCS flying team for the VMAA Trophy club event which will be held over the weekend of 13th & 14th April 2013. A pilot can enter in a maximum of two events if he so chooses.

For those of you who have not had the opportunity to attend or participate in a VMAA Trophy, it is an event whereby clubs across the state of Victoria are invited to participate and compete against one another.

As in previous years it is held at the state flying field (Northern Flying Group) located in Darraweit Guim, which is a small neighboring town to Wallan.

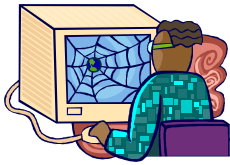
There are twelve events in total which are a mixture of Airplane, Helicopter and Glider aircraft types to cater for variety of disciplines. As I mentioned in my last report I will be looking at organizing some new club team polo shirts or similar that our Team can wear with pride during the VMAA Trophy event.

The individual events are as follows.

- Fun Scale
- Helicopter – Hover & Times Task
- Helicopter – Novice Class Rules
- Fun Fly
- Thermal Soaring
- Scale Aerobatics
- Electric Glider
- Old Timer Duration
- Most Unusual Aircraft
- Musical Landings
- Club Racing
- R/C Combat

For those members who are interested in any of the above events, please feel free to contact me either via email teamcaptain@pdarcs.com.au or come see me when I am down at the Field.

Steve Malcman P&DARCS Team Captain



WEBMASTER

You may have noticed that the Hay Shed Cam has been unavailable. This was due to a power surge at the field that scrambled the workings.

I have recovered it and at the time of writing it is on test at the club. All going well it will be back on line by the time you read this.

Still intending to do some maintenance on the Club PC soon so expect no Webcams or Weather information during that time. I will put a notice on the Website to let you know when the maintenance is happening.

The Website stats are as follows..

2,602 Visits.

731 Unique Visitors.

12,724 Page views.

Webcams Hits.

West Cam 1,148 hits

East Cam 1,734 hits

Hay Shed Cam 925 hits

Cheers,

Paul Webber, Webmaster

REGISTRAR

Membership Renewals

I have sent the un financial letters out to members that have not renewed and advised the Co-op. I have created a new member list as promised and left that in the Club house near the phone. Also I sent this out to all members that have a valid email address.

Refer to the Membership details as shown in the spreadsheet below

Newsletter

Note the newsletter will be emailed to your currently provided email address. I have noted that there are still emails that bounce when sending the newsletter out. Please help me get the newsletter to you by keeping your email address up to date.

Badges.

All members will now be flying with their new 2012/13 Badge, remember no badge no flying. Make sure you bring your Club Badge.

A reminder again, lost keys will cost you \$30.

If you lose your Club Badge the cost of replacement is \$5.

This is what it cost the Club, so please look after your Key and Badge.

Changes to your contact information

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

New Member Applications

Edwyn Wills has applied as a probationary member to the Club.

Paul Webber, Registrar

Phone 0417 558 779

Email: Registrar@pdarcs.com.au

	Paid 2012-13	Unpaid	New 12-13
Associate	6	0	0
Full	99	0	0
Junior	0	0	0
Life	3		
Non-flying Full	0	0	0
Pensioner	36	0	0
Probationary	13	0	4
Student	2	0	0
Spouse	1	0	1
Resigned		16	
Lapsed		13	
Re Joined	2		
Passed Away	2		
Sub Total	160	29	5



SOCIAL DIRECTOR

On the 27th of October we finally managed to hold a bi-monthly Twi-fly. We've had to cancel the last two, so it's been 6 months since the last one. There was a great turn out, despite the cold weather and mean winds. Eventually the winds died off & we had a number of interesting models flying with enough lights to light the darkest night. These are great social events just to catch up with people & I'd encourage everyone to join in. If you want to light up your own model, have a look on our website www.pdarcs.com.au under articles & there's a great article on how to light up a model.



Our next Twi-Fly is on the 12th December & it's our **Annual Twi-Fly & Christmas Dinner.** This event is catered by our own Club President & his wife Joan & they always provide us with a fantastic meal.

For that reason, this event is booking only & costs \$5 a head to cover expenses. To book please see me at the field (I'm there most Saturdays) or email me at social@pdarcs.com.au to discuss. **Payment has to be received by the next club meeting on December 1st to allow time for our caterers to prepare.**

Daniel Jenkins, Social Director

Congratulations, **PAUL WEBBER** on winning first place F3C Advanced, at the State Champs' held at the State Flying Field

Paul's award certificate and his Align Heli'



BUILDINGS OFFICER

No report at this time
David Glossop, Buildings Officer

FACILITIES MANAGER

Facilities Manager's Position is Vacant

SAFETY OFFICER

When wanting to change the active runway, please discuss with other pilots and if all are in agreement, then change the mustang to the new runway. This has caused confusion and led to overflying the main strip. Individuals should not change the active runway unless agreed to by other flyers. Pilots on the the non-active runway should never overfly the active runway.

Alan Foley Safety Officer

FIELD MANAGER

Hi guys, the field is looking great. Thanks mower men.



Eastern strip looking North, (with Roly + Toby Gauman)

The two low areas we filled last year on the East strip look great and the two overflow car parks that we filled in the low spots, mainly spoon drains also look good.

Daniel and I are now spreading the free dirt to continue to improve the overflow car parks, pits and the west strip. Sincere thanks go to Daniel Jenkins for his great support and for all the slashing he has done in the past month.

Cardinia Shire have cleaned out the Fowler Rd spoon drain and this will stop all the stagnant water from forming along the south side of Fowler Rd. I only put in one official request to have this done.

I have thanked them for their work.

Melbourne Water have also confirmed they will be cleaning out the drain on our western boundary from Fowler Rd bridge to Ballarto Rd, during the summer.

The growth in this drain causes a serious restriction to the flow of water and causes unnecessary flooding of our field.

It appears that we will not be getting free bricks to create a base for our western car park. Our contractor did not get the job to clean out the demolition yard in Pakenham.

We have modified the Morsom tip trailer to take 3 full front end loader buckets of dirt so that we can quickly spread the piles of free dirt delivered.



Tipper prior to latest modifications

It still requires a small mod to the pivot system then it should be ok. Thanks guys for your help in the mods and Brian Andrews for the vertical welds. Good team work.

Note, the western fence style has been moved so it lines up with the North – West corner of the main strip
Guys, have a great festive season and hope to see you at the field.

Norm Morrish Field Manager

P&DARCS CALENDAR FOR 2012

Date	Day	Confirmed?	Location	Details	Organiser
August					
5 th	Sun	Yes	Burley Field	Club Meeting & AGM	
23 rd	Thu	Yes	Dingley	Committee Meeting	
25 th	Sat	Yes	Burley Field	Twi-Fly	
September					
1 st	Sat	Yes	Burley Field	Club Meeting	
20 th	Thu	Yes	Dingley	Committee Meeting	
October					
7 th	Sun	Yes	Burley Field	Club Meeting & Coop AGM	
25 th	Thu	Yes	Dingley	Committee Meeting	
27 th	Sat	Yes	Burley Field	Twi-Fly	
November					
3 rd	Sat	Yes	Burley Field	Club Meeting	
22 st	Thu	Yes	Dingley	Committee Meeting	
December					
1 st	Sat	Yes	Burley Field	Club Meeting (Summer)	
2 nd	Sun	Yes	Burley Field	APA Pattern	
12 th	Wed	Yes	Burley Field	Annual Christmas Dinner + Twi-Fly	

GASOHOL Alcohol added to fuel (Ed)

This information is condensed from a special Airworthiness information bulletin on Gasohol issued by the Federal Aviation Administration U.S.A

Alcohol present in automobile and General Aviation fuel is subject to " phase separation " (separation of the alcohol and the fuel so they are no longer mixed), this can happen in two ways;

1. When the fuel is cooled, such as when an aircraft climbs to a higher altitude, or when an automobile is outside in sub zero, (frosty) conditions
2. Alcohol is hydroscopic, it absorbs water from the atmosphere, small amounts of water such as encountered with overnight condensation, can cause the alcohol content, (including the water) to separate to the bottom of the tank

Operating with this fuel in humid conditions can cause the same problem. The normal General Aviation water checks do not work if alcohol is present, and while some water may be tolerated by the engine, it may be near the limit, increasing the risk of separation

The addition of alcohol to automobile gasoline adversely affects the volatility of the fuel, which can cause vapor lock
Alcohol present in automobile gasoline is corrosive, and not compatible with rubber seals, and other materials used in the fuel delivery system, which can lead to fuel system deterioration and failure

Alcohol present in automobile gasoline reduces the energy content of the fuel

Methanol has approximately 55 percent of the energy content of automotive gasoline, and ethanol has approximately 73 percent of the energy content of automobile gasoline

The greater the amount of alcohol present in the fuel, the greater the reduction in the range of the automobile, and more importantly the range of an aircraft

The cheaper price of the fuel may be more than offset by the loss of range whether in your aircraft or in your car

Don't use it

From our Flying Field

There are All sorts of “ Copters “ humming around,
Tri / Quad / even an “Ornithopter”
Every week there are more of them, very popular
They fly on microprocessors / silicon gyrosopes / LiPOs /
outrunners / GPS, in any direction
Here is a selection of them

All Pictures: Andrew Mysliborski

Tri Copter in black, a serious looking apparatus



Alan Foley with his new “ Ornithopter “



A Twi - Flying quad with tassles



The Ornithopter in flight



Six engined Scorpion quad



Breeding like flies'



Geoff Healy, bitten by the Copters bug



More from our Flying Field

Geoff Healy's Quadcopter, ready for lift – off, I think the disc on the stalk is a radome !



Picture: Andrew Mysliborski

Alan Foley' Tricopter + vibration damping camera mount



Picture: Andrew Mysliborski

One of Rick Talman's rocket launches at P&DARCS on the Twi – Fly afternoon, (we have a rocket size limit at our site)



Picture: Andrew Mysliborski

Rick Talman's **BIG** rocket at Bendigo, (an unrestricted site)

This rocket is six times the size of the ones launched at P&DARCS, 75mm diam', 2M high, awesome



Picture: Peter Lam

" Chute Thru " descending, Sat' 10th November 4M shock cord, 2.6M main chute', followed by the packing bag for the main chute' + two drogue chutes



Video Grab: Andrew Mysliborski

Frank McPherson's parachute descent machine " Chute Thru 2 " ready for take - off



Picture: Andrew Mysliborski

Another Recovery from the Eastern Badlands, by Ern' Hancock

CONFIRMED REPORTS OF A ROULETTES PC9 (INCIDENT

Observers reported seeing a red aircraft over flying the Pakenham district on an apparent solo training mission, when some part of the aircraft detached, and the Pilot appeared to eject

An area search party was immediately dispatched and proceeded to carry out a 10 meter grid pattern search
After some hours, this search proved fruitless, the leader of the search party was approached by the company
" **HARROW SEARCH AND RECOVERY VIC** " (**H.S & R**)

H.S & R, graciously offered to conduct an aerial video survey, with the view to locating the missing PC9 pilot and equipment
Fortunately the **H.S & R** spotter plane was on hand to carry out the search immediately, as part of their rigorous testing and evaluation program

Due to the vast experience of the **H.S & R** pilot, (Mr Harrow) and his ability to fly a near – perfect grid pattern, when the search pattern video was viewed by the sharp eye of the company Director, (Mr Harrow), the debris field was located, a second ground search party was organized, with double the number of volunteers

This group went directly to the debris field, recovering both the Pilot and the canopy, the Pilot , still unconscious, although not seriously injured, was rushed to a recovery facility at Berwick

Following in – depth investigation by the Air Crash investigation teams of : **CASA / HARROW, S . & R /** and **Hancock Aviation**, the incident was found to be caused by a number of factors as follows ;

1. The locating dowel assembly which is introduced into F2 former, was below mil spec in protusion engagement
2. The spring loaded locating device at the F5 bulkhead rear of the canopy was being introduced into a socket which was manufactured from an inferior material (balsa), not to mil spec and was badly worn
3. The original manufacturer was advised of these faults and is taking immediate remedial action
4. Ooooooh for heeeza a jolly good fellow and so say all of us, thanks again Peter Harrison

TYPICAL MODEL RECOVERY AREA

Eastern Badlands central drain, looking towards Ballarto Road, (1.5 KM away) the Eastern Badlands levees are on the right, our Flying Field is located about 800M past those levees
The only access to this area is to trudge from Ballarto Road, or snake bash through the Badlands

Example safety equipment and model shown here



Picture : Peter Harrison

MILITARY CLASSICS By Richard (Dick) Ryland

Tupolev Tu-95 Bear

This will be a surprise to many of you but this aircraft is right up there with the B-52 as one of the greatest of all Military Classics. In fact they were both built at about the same time for the same purpose, that of intercontinental nuclear bomber. The Bear, as it was named by NATO, first flew in 1952 and up to fifty of them are still in service with the Russian Air Force. As with the B-52, it is expected to remain in service until the 2040's!



It was designed with much assistance from captured German aeronautical engineers and they were able to take advantage of the latest in swept wing technology. At the time it was being designed the necessary range could not be achieved with jet engines so the extraordinary decision was made to use turboprop engines. These engines develop an amazing 12,000 horse power each, and to properly utilize that power counter rotating props were used. Indeed, any view of this remarkable aircraft is dominated by the sheer number of propellers !



The mechanical complexity is obvious and indeed the first Tu-95 test pilot was killed after his aircraft experienced a gearbox failure. During most of its career though, it has roamed the world with exceptional reliability all the more remarkable considering the age of the basic design. One reason for its remarkably long life span is that, like the B-52, it has been able to take on many roles other than the original intercontinental bomber one. Most modern versions have a prominent radar housing under the nose allowing it to act as a basic air warfare unit, anti-ship and anti-submarine hunter and reconnaissance aircraft. Many of them have now been equipped to launch cruise missiles.



The huge props necessitate very long undercarriage legs and this further adds to the remarkable sight that this aircraft is. The Soviet Premier Nikita Khrushchev was embarrassed (but not as much as his hosts!) on a visit to the US when the airfield at which he landed didn't have a set of steps high enough to reach the door of the civilian version of the Bear and the Premier was forced to use a built in emergency exit ladder!

The Tu-95 is an extraordinary mixture of old and modern technology which has well and truly proven itself in service. The Tu-95's speed matched that of jets of the time and it still holds many world aviation records. What an extraordinary looking machine. What a great Military Classic !





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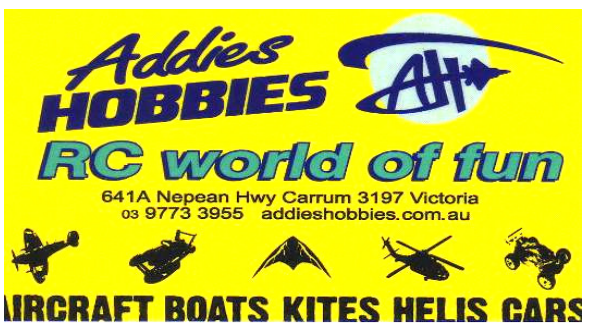


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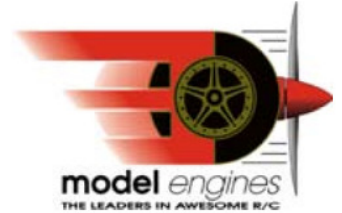


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Next Club Meeting, Saturday December 1st
 At the Burley Field, 1-00 pm start

P&DARCS Newsletter

Pakenham & District Aircraft Radio Control Society

If undelivered return to
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