



P&DARCS

May 2005



SpyCam.

Andrew Mysliborski and his Spy Cam.

The less technical description would be Andrews Powered glider with a digital camera on board

Simple set up but it certainly achieves great results as can be seen in this aerial shot of our field.

P&DARCS

www.pdarcs.com.au

BURLEY FIELD
Wenn Rd Cardinia

P.O.Box 131, MDC
Cranbourne 3977
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**DEADLINE for the Newsletter is
the 15th of the Month preceding
the Meeting**

Editor's Notes

One month closer to the club elections.

Have you ever considered standing for a position? The job can be extremely rewarding at times and I think that all members should give some thought to serving time on the committee. Even if it is for no other reason but to help appreciate the effort and contributions that some committee give to your club. There are always positions available whether the current members stand down or not, and some new blood with great ideas and enthusiasm will always be welcome. The larger the committee, the less chance the long-term incumbents have of burning out. Coz we can share the load.

Please, seriously consider giving it a go.

Elsewhere in this issue you will see a proposal for a small increase in our fees. Now, I can already hear some groaning out there so please stop and consider this. Firstly, the increase is minimal. Secondly, I think most members are very happy with all of the improvements that have been made to the field over the last few years. These improvements are a drain on club resources and whilst Peters excellent financial management has kept the drain to a minimum, we do also want to build resources for future projects and repair and replacement of big cost items. Anyway, I know that you will all agree that as this is the first increase in club fees in 5 years or so, the small increase is quite acceptable.

Whilst I am on the subject of club Fees, I thought it interesting to find out costs of other types of clubs.

Lawn Bowling Club: \$170 - \$250 + green fee

Local Football or Cricket Club: \$180 to \$250 for the season (6 mths max)

AFL Club Memberships: \$300 plus and this only gets you into the home games.

Golf Club: Annually from \$500 plus Green fees. I believe it is upwards of \$1,000 per year if you don't pay green fees. On top of this most clubs have a similar arrangement to us where you must buy a share. These shares range from \$5000 to \$10,000 on average.

The weekend golfer with no membership. The average cost of a round of golf is \$25.00 One of the guys I work with paid \$102.50 for a round of golf last week. Geez ! That's a new receiver or a servo or three.

In comparison, I think our fees are extremely good value. Particularly when you consider all the help a footy or cricket club gets from the council in providing and maintaining a ground and clubhouse.

Sorry to ramble on about fees. I was actually going to talk about something else but once I start typing I have no control, I just go where the old brain takes me.

That's all Folks

Don't Forget

Club Meeting: **Special Guest David Hobby World F3J Champion** Saturday 7th May
Scale Rally VFSA Sunday 15th May

Next Meeting

Saturday 7th May 2005

This will be our last meeting at the Field before we move back to Dingley Hall. So we have organised a special guest speaker. David Hobby the Current World F3J (R/C hand tow Glider) World Champion will relate his experiences at the World champs. He will tell us all about his models and what it takes to become a world champion. Of course the usual FLY, YACK & BBQ will also be happening.

See you there . !!





Derek's Dialogue

President's Report

What a fantastic weekend for the VMAA trophy. The weather and competition were hot.

Congratulations to the teams from the Doncaster and Northern clubs who tied for first place. Great work by Glen in getting our team together and well done to Wal, Peter and Richard Healy for placing in their events.

Also a great effort by Paul with the PA system and lighting for the evening festivities.

Those of you who have been to the field lately will have noticed that the charging facility is up and running thanks to the efforts of both Wal and Phil. Next time you have a battery to charge, give it a go.

Planning is well under way for the Heli weekend and by the time you get to read this it will be well and truly over and hopefully very profitable for our club. Thanks to all of you who have volunteered to help out on the weekend.

Good flying and many happy landings - Derek

Derek Trusler

Secretary's Report

General meeting held 3rd April 2005 at "Burley" field Cardinia
Meeting opened at 1300hrs.



Apologies: P Harrison D Walsh R Gaumann

Guests: R Davis G Linton

Minutes of previous meeting as in the newsletter be accepted: Moved P Somerville, Seconded W Schubach, Carried

Business arising from previous minutes: Nil

President: P&DARCS was presented a plaque of appreciation accepted by the President from the "Riley Car Club" for the hospitality shown by our club in the last 3 years for the use of the clubs facilities for their annual event.

Treasurer: Membership now stands at 199

C.D: Only 2 members have so far elected to fly for the club in the VMAA trophy

Safety: We have ordered more restraints for our models. Models must be restrained at all times when the motor is running.

Field: Weather permitting, broad leaf spraying will be done next Wednesday 6th.

Building: White marker board fixed to wall, "new" fridge in the kitchen

C.D: We now have 3 pilots for the VMAA trophy.

General: VMAA trophy, will need help in the catering area. Looking at ramps etc. for impaired persons.

D Trusler(President) presented Gwen Robinson with a "Recognition Award" for her services to this club.

Meeting closed at 1330hrs.

Next general meeting Saturday 7th May 2005 at "BURLEY" field at 1300hrs

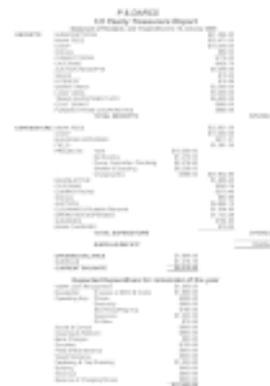
Complaint

A couple of issues ago I had a complaint from our treasurer that I reduce the size of his financial report to a size that was too small to read easily.

In my defence, I advised that it looked good on my computer screen and it fitted very nicely in the only space I had in the newsletter. I didn't know that he actually wanted members to be able to read it !!

I also suggested that I had saved the treasury many dollars by reducing it to such a size that used much less in the production of the newsletter.

Anyway as he wields the pen that writes the cheque I shall appease him. So here it is.



Important Notice

The field will be undergoing some repair at some stage over the next couple of weeks.

The runways will be top dressed and levelled out.

This work will be undertaken by Grove Constructions and because they need to do the work shortly after rain has fallen we can't give you an exact date.

If you are at the field when they arrive to do the work we ask that you refrain from flying. It is not safe to be operating your aircraft over the contractors



Please be patient and observe this request.

From the Treasury

Peter Harris



Proposed P & DARCS BUDGET 2005-2006

	Category	No. Subscriptions		Total
RECEIPTS	Full	105	\$140.00	\$14,700.00
SUBS	Pensioner	40	\$105.00	\$4,200.00
	Student & SP	5	\$70.00	\$350.00
	Associate/Prov.	22	\$210.00	\$4,620.00
	Life	4	\$0.00	\$0.00
	Honorary	1	\$0.00	\$0.00
	Junior	10	\$35.00	\$350.00
	Total Membership	187		\$24,220.00
	SOCIAL -Raffles			\$500.00
	COMPETITIONS			\$300.00
	CATERING			\$300.00
	AUCTION RECEIPTS			\$300.00
	INTEREST			\$50.00
	TOTAL			\$25,670.00
EXPENDITURE				
	BUILDING EXPENSES			
	Painting & repairs			\$1,500.00
	FIELD EXPENSES			
	Fuel		\$750	
	Machinery Maintenance		\$1,000	
	Field Maintenance/Drive Parking Area		\$750	\$2,500.00
	NEWSLETTER			\$4,000.00
	CATERING			
	COMPETITIONS & Events			\$1,000.00
	SOCIAL			\$500.00
	CLEANING		\$1,100	
	Cleanaway		\$700	\$1,800.00
	OPERATION EXPENSES			
	TELECOM & Internet Provider		\$600	
	SEC		\$700	
	SECRETARY EX		\$500	
	P.O.Box		\$100	
	INSURANCE		\$1,000	
	ROOM HIRE		\$300	
			\$0	\$3,200.00
	NEW MEMBER KITS			\$600.00
	SUNDRIES			
	BANK CHARGES		\$150	
	MAAA Fees		\$450	
	Sundries		\$250	\$850.00
	FIELD IMPROVEMENTS			
	Top Dressing		\$1,500	
	Seed & Fertilising		\$700	
	Weed & Blackberry Spraying		\$1,000	\$3,200.00
	RE PAYMENT VMAA			\$1,000.00
	WATER SUMP & PUMPING SYSTEM (50% Funding)			\$2,500.00
	MEMBERSHIP PROMOTION & ADVERTISING			\$1,000.00
	DEPRECIATION			\$2,000.00
	SURPLUS			\$20.00
	TOTAL			\$25,670.00

Treasurer's Report

Peter Harris

Based on the budget on the opposite page the committee of P&DARCS recommends that the subscriptions for the year 2005-06 be increased by \$15.00 to \$140.00 and that the fee structure for the other membership categories be increased as per the percentage as laid down in the constitution.

At this stage it appears that there is unlikely to be any significant change in the combined VMAA and MAAA fee structure in the coming year but this is still to be confirmed.

It has been five years since the last fee increase for the club and in that time there have been significant increases in running costs and tremendous improvements in the facilities at Burley field. In the last two years alone approximately \$50,000 has been spent at Burley Field. Improvements include the Shade Shelter areas, the Verandah Extension, 150,000 litre water tank, replacing the sprinkler pump and automatic timer system, installation of the electric charging bays and upgrading the PA system. All this on top of the general maintenance, field repairs and running costs relating to the club.

Well, there are still more plans to continue to improve the facilities and cater for the probable growth of the club as the suburban sprawl quickly heads in our direction.

Improvements that are currently on the drawing board include: -

- Sump and pumping system for the irrigation system.
- Painting the inside of the clubrooms.
- Making provision for ramp access and increasing door width for clubroom access.
- Seeking funding for special needs toilet facilities and related issues.
- Tree plantation along the driveway.
- Provision of two club training aircraft with buddy box training facility.
- Continued improvements and maintenance to the runways.
- Developing additional car-parking areas.

It's a big wish list and won't all happen at once but a development plan is being set up and feasibility of projects is currently being investigated.

Mechanical Report

Paul Somerville



It's that time of month again when we must put finger to key board.

(notice he only uses one finger ? Ed)

Last Saturday 16th April it was great to actually not have anything to repair or modify at the field for once. However, this was just a tease, as later in the afternoon a fellow mower man was slashing our nature strips when our trusty Fergy broke the PTO drive shaft. It turns out the weld that holds the drive shaft components together had let go. By this time Old Red had stalled and refused to restart, so we brought out the Kubota to tow start the old girl. This was achieved and both tractors were brought back to the shed apron. On inspection it didn't look too bad, so my mower man took it away with him to repair at a mates engineering workshop. So it should be repaired with out my involvement which is bloody marvellous!!!!

The roller frame is slowly coming along, so I'm aiming for the next month or two to have it at the field for final assembly.

Till next month, happy landings

Safety Report

Paul Somerville

It's me again with a different hat on this time.

Ladies and gentlemen, please keep on using the manual or mechanical restraints but also make sure that your models are resting up against the restraint and not away from them. I have seen from time to time, when that motor starts and lurches forward, a fast spinning prop just looking for fingers to munch !!!



On the flight line always call out what you are about to do ie: take off, landing, on the strip or low pass. Once on the strip please don't hang around too long. If you need to retune your motor take it away from the strip and work on it in the pit area.

When retrieving your model after landing again don't turn it into a safari, get out and back as quickly as possible, also listen for calls from the flight line as other pilots may have models that have gone dead stick and wanting to land rather quickly. Be very aware of your surroundings whenever you venture onto the runway

More happy landings

Proposed Changes to Field Layout.

Printed in the March Newsletter were a number of changes proposed to our east runway depending on the impact of the Motorcycle training area being developed on our north boarder.

Since then the Cooperative secretary Frank Connelly has inspected the permit application which is limited to a maximum of 4 riders and a maximum of 3 hours per day. The owner has also indicated to one of our members that he didn't intend using the track on weekends. If this is the case then the impact on our activities will be minimal. Time will tell. So at this stage no works are going to be implemented.

However when riders are using the property then we have an obligation not to over fly them. This can be achieved by either remaining within our boundaries or angling your flight line towards the corner of Wenn and Fowler Roads. To assist in remaining within our boundaries the club will most likely stop using the pilot standing area to the north of the fenced off pilot standing area on the East Strip. But this will not need to be implemented until the motorcycle track is operational.

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www.city2see.com

P & DARCS

Electric Flight Charging Station

Instructions for use

Description:

This Electric Flight Charging Station is for the re-charging of Club Members' traction batteries via proprietary charging controllers such as the Swallow, Super Nova 250, 3000 and other similar devices now commonly employed by electric flyers.

The two cabinets below are accessed with the General Members Club key No.03

Power for the DC Power Supply Unit in the clubhouse is controlled by the 4 hour timed control system on the Western wall of the clubhouse. When energised, 240volts AC is connected to the power supply, which will provide 13.8 volts, regulated DC power to the two sets of bus bars in each cabinet. The maximum output of this stage one system is 40 amperes DC.

The power supply itself has excellent overload protection but common sense will be required to ensure it operates within its design parameters. As an additional safety feature, a manually operated emergency device is installed in each cabinet.

A DC "power on" light is fitted on the top of each cabinet to indicate DC power is available. The whole system turns off automatically when the 4 hour 240volt timer control completes its cycle, so no shut down procedure is required.

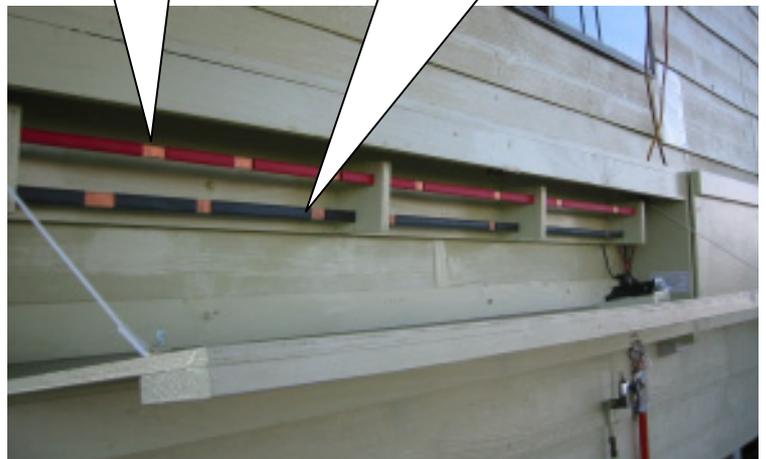
Using the system:

1. Check that the DC "power on" lights are on. If not re-set the 240 volt power to "ON" by pressing the green button on the Club House Power system. Check again that the DC power on lights have come on.
2. Open the cabinet of your choice, connect up your 'charger' positive lead to the Red bus bar and your negative lead to the Black bus bar.
3. For safety, always charge your battery packs in a fire resistant enclosure, and always with the cabinet door open.
4. Emergency "OFF" switches are fitted to each cabinet. Press the red "OFF" button to disconnect power to the bus bar system, if necessary. Only use these in an emergency, and, only reset these emergency switches when you are sure the "Emergency" has been cleared.
5. Be thoughtful for others and arrange your equipment so that other members are able to access the system.

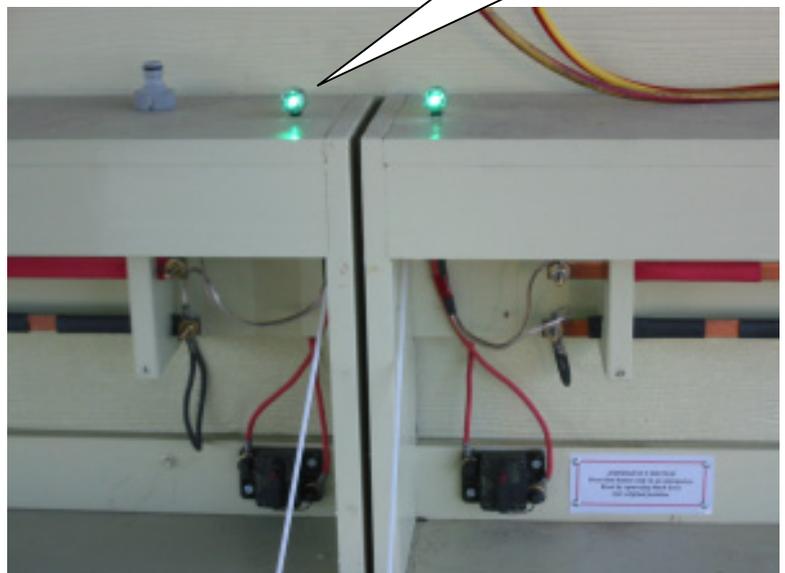


Top bar **Red +**

Lower Bar **Black Negative -**



DC Power Lights



Another Month at the Field

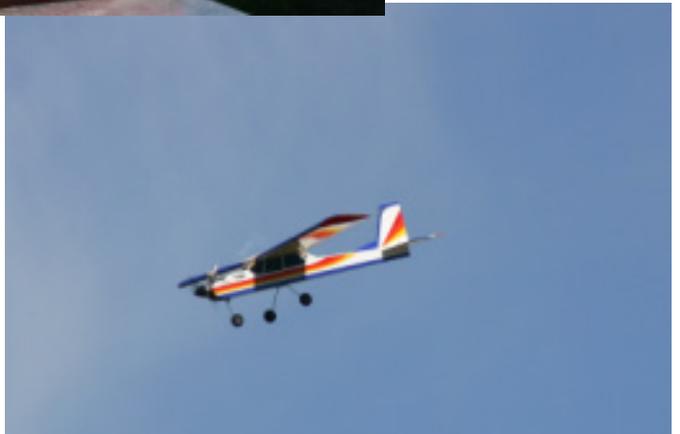


Why is the Bigger making me smile?

Success at last



Woo Hoo !!
It Flies!!



Snot Fair. No one wants to play with me



Going Down !!
Basement - Model Supplies & Repair Kits.



In response to the desperate cries of the editor for contributions, I thought I would give you a look at the work I have been doing on my first model.

In July 2004 I decided to take the plunge and buy my first ARF trainer. Coming from a long line of “unhandy men” (my father lives by the rule, “Why do it yourself when you can pay someone else to?”), it took me a few months to find the time to collect all the bits and pieces and get the model together.

The day of the first flight finally came and with knees shaking the model took off for its first flight and performed perfectly. Another two flights were had that day, with me getting on the sticks for a few minutes and I thought I was on my way to being solo...

On outing number two, the story was unfortunately not so good. The first takeoff of the day saw the model take off slowly and then... nothing... it just continued on its way to the horizon without any regard for the attempts of the instructor to bring it back.

The model was heavily damaged with the nose and one wing tip destroyed. As always there was a lengthy post-mortem, but no firm conclusion was reached. Needless to say after many months of waiting to begin flying, I was extremely disappointed. Showing just how good modelers can be though, within a few days I had been given a second hand fuselage and wing by one P&DARCS instructor and a brand new ARF trainer by another P&DARCS member. These gifts enabled me to get back in the air quickly and get my solo when I otherwise may have given up almost before I began.



Take One

Isn't it great when a member responds to my pathetic & desperate pleas for article?

Does anyone else feel like they have a story in them?



some building skills now rather than wait till that ¼ scale Extra I one day hope to own needs some work!

Having no experience with any sort of model building my progress was slow, but it is very satisfying to see the finished model now. I found the wing the most difficult, but was fairly happy with the result in the end. I had to add a bit of weight to the repaired wing tip though, so I'm not sure if I have built it strong enough. The fuselage was fairly straightforward and I think I got the proportions right. The plain covering doesn't look great, but I figure I will wait to see if it flies before worrying about what it looks like!



When you can buy an ARF trainer for just over \$100, it doesn't really seem worth undertaking any major (for a beginner at least) repair work. However, this was my first model so I was a bit attached to it (don't tell my wife) and decided to give repairing it a go. Besides, I figured it was better to learn

It Flies...!

After weeks of waiting for an opportunity to get down to the field, I finally made it down there with the "new" model. I asked one of the Bay 13 crowd if they would mind performing the test flight and Ivan Chiselett kindly agreed.

The model was a bit out of trim, but it didn't take long for Ivan to have it flying straight and level and he handed the transmitter over. Having never had the opportunity to fly this model, it was a great feeling to finally get the chance to fly "my first model". The only minor problems on the test flight were that the fixed gear decided it wanted to be retractable courtesy of some poor quality plastic landing gear straps and the model needed a little more weight in the nose. I think I must have rebuilt the nose an inch or two too short, as the model needed quite a bit of lead up front to achieve the recommended C of G and in the end even that wasn't quite enough.



Repaired and ready to go

Whilst from a time and money perspective it probably wasn't worth repairing the model, I have learnt a few building skills and am fairly pleased with the result. I enjoyed the building more than I expected and am now keen to build my next model from a kit.

See you at the field soon.
Steve Henderson

I love hearing comment like those in Steve's last paragraph. Even in this "instant world there is still a lot of joy to be had in actually building and flying your own model. Thanks for the article Steve I'll catch you in Bay 13. Ed

Even More contributions Yeah yeah !!1 (that's your Ed getting excited in case you cant tell)

Bolly Cobra:

Many thanks to Bill Gleeson & Mark French for the engine work & assistance with building my Bolly Cobra .

A Big thankyou must go to Bill Gleeson for the spray painting and for this photo. Thanks also to Terry Dodds for his help on the day.

The model is designed for Quarter Midget Pylon Racing and is powered by a Rossi 6 port (0.21 cubic inch) motor with Ranjit Phelan pipe. The radio is Futaba with Hitec 225BB servo's.

Weight ready to fly is just under 2lb 13oz.

Allan Swift



Lost & Found.

Someone has lost and we have found a Cannon Camera. It was left at the field during the Helicopter spectacular. If you believe it is yours than please give Peter Harris a call (9775 4788) and if you can successfully convince him it's yours he will hand it back.

That is after giving me your name for Mug of the Month that is!!



The Co-op

-- for those who don't know and those who can't remember.

Frank Dibble

When we bought the field the club had no legal capacity to own land. It seemed that a Co-Op of the class, "Community Advancement Society" would give us the best framework to own the property. There were no annual registration fees and as, unlike most other Community Advancement Societies, we would go on forever it would confuse the bureaucrats. The only regular expenditure we faced was auditor's fees because under the act we had to have an annual audit by a Registered Company Auditor. One of our members, Vernon Dunstan was a registered company auditor. We paid his registration fees and Wally Schubach spent many frustrating hours trying to teach him to fly. Eventually and unfortunately (for him, us and many others) he died. In addition, it doesn't matter how many shares you own, you only get one vote and that has stopped anybody trying to play silly buggers.

The one disadvantage that we saw in a Co-op was that upon winding up and the sale of the co-op's assets you cannot obtain more than the face value of your shares. Any balance has to go to a similar organisation. We therefore decided that the club would periodically spend members' subs buying each shareholder a few more shares. This was done at the rate of \$50 worth of shares every couple of years until several years ago. Thus, members who purchased \$250 worth of shares towards buying the field now have \$1000 worth of shares without spending another penny, but, when multiplied by the number of parcels, 250, this is not much more than a third of the true asset backing of the shares.

We seem to have struck a brick wall several years ago when the required shareholding reached 1000. Each time an increase has been made this has increased the number of shares a member has to hold and thus increased the number of shares a new member has to buy. The view seemed to be that paying any more for shares would discourage new members. I think I have heard the same argument every time we allotted more shares to members. Nobody knows really what effect it has. From the day we bought the land I always held the view that people who wanted to join our club with all that it has to offer would do so and he who is happy flying in Fred's paddock with the risk of being turned off next week would see no advantage in joining our club. The high-fashion milliner in Collins Street does not compete with the Op Shop. Somebody once complained to me that our club was elite. I agreed completely.

I think that this is a wrong and negative view. One of my rules in business was that existing customers were the best customers. Second came ex customers. You wanted them to leave happily. If nothing else you didn't want them saying rotten things about you. Finally, came the rest of the population where somewhere amongst the millions were a few potential new customers of whom many had been through various other solicitors, weren't happy with any of them and would be difficult to satisfy enough to stay with me very long. I think much the same applies to club members and we should look after the existing and ex members before maybe-new-ones. Attracting them is another and different exercise.

Accordingly, I think that we should increase the number of shares in a parcel on a regular basis for the following reasons: --

1. It increases the number of shares, at no expense to the member, which the existing member or his family can sell when he leaves the club. In fact, it represents an eventual return of a reasonable part of his yearly subscription.
2. The fact that it is, unlike the debentures and so on of many other clubs, not only eventually repaid but in the meantime represents a not unreasonable investment and is an attraction to any intelligent prospective new member,
3. For what it is worth, if a new member puts off joining until next year it will cost him \$50 more, and, finally but not the least,
4. We have until now advertised to new members that we will periodically increase the value of their parcel of shares and I think that the club should stick to its word.

Having in mind that the first increase of \$50 after a couple of years represented a 20% increase on the size of the original parcel and the same increase now will represent only 5% and thereafter less, I will propose the following motion at the May general meeting of the club:

1. That members subscriptions for the next financial year and each succeeding financial year be applied in purchasing shares in Darcsfield Co-operative Limited for each member who has paid his subscription for that year by the seventh of August in that year, and holds one or more qualifying parcels of shares as described in rule 6.2.1 at the rate of 50 shares for every such parcel of shares held by each such member at that time.
2. That after the 31st July in each such year for the purpose rule 6.2.1 a parcel of shares shall be increased by 50.
3. That the Secretary of Darcsfield Co-operative Limited be advised accordingly.

At this rate it will take 20 years before the share parcel doubles but it's better than doing nothing. Our original shareholding nearly quadrupled in that time. I would therefore like the annual increase to be more. I suspect that our subs are too low to support much more without problems with the financial shenanigans between the club and the co-op each year. Still, a resolution changing the above in any way can be passed at any time by a general meeting of the club.

Can I have a seconder?

VMAA Trophy

Unfortunately, I wasn't around to photograph the event this year as I was holidaying in Merimbula. I have been told that while the number of competing clubs were down, the event was as successful as ever. The committee has already started to discuss our tactics to take the trophy next year. It's time that we got serious as we certainly have the talent in the club all it takes is a little preparation. Preferable more that the week before the event. So if the committee taps you on the shoulder in a few months from now and suggests that you are just the man we are looking for. Please say yes. This way we will wrestle that trophy from the hands of the Doncaster club.

While I am on the subject of the Trophy. One of our members in particular put in a huge effort to ensure that the field was in tip top shape and that the organisers had the infrastructure they required. If fact the VMAA were so impressed the wrote to him to thank him.

Paul has also put in a tremendous effort to ensure that the Club was beautifully set up for the Helicopter Spectacular taking 2 days of his annual leave to ensure everything was ready.

Helicopter Spectacular.

I am typing this on the Saturday evening of the Helicopter event. Wow the event is certainly very different to what we are used to. The featured international guest Scott Gray can certainly do some extraordinary things with a Helicopter. Scale 3D and Jet Turbine Choppers have all strutted their stuff today and as I write the Night flying will be taking place.

The P&DARCS team is running the catering Car Park and gate very efficiently. All should be congratulated and I am particularly proud of the fact that we have got so many volunteers from the members. Without this great response the event would have been extremely taxiing on the committee. So a big big thankyou to all of our volunteer helpers. I have A few pics from today below but space is at a premium. More next time.



V8 Supercar Drivers Greg Murphy & Rick Kelly check out the action. Apparently they are both keen R C Chopper flyers



As the early morning mist rises, the field stands ready for action



From the
SECRETARY

Victorian Model Aeronautical Association Inc.

Chris Caulcutt
1 Friendship Close
GRANBOURNE 3977

ph 03 5996 2155 / m 0418515609
vmaasec@ozemail.com.au

L06-08-12_04

3rd March 2005

Paul Somerville
8 Pelican Court
Narre Warren 3905

Dear Paul,

I am writing this letter, to pass onto you our thanks and appreciation, of all the background work and effort that you assisted the VMAA, over the weekend of the VMAA Trophy held at the P&DARCS field.

Your help and assistance may have been overlooked by the general membership, as they may see this event run by the VMAA.

But I would like to remind you that no event is run without the assistance and support from the members like yourself, who put in, to make event's run a smoothly as they can.

Yours thankfully,


Chris Caulcutt
Secretary V.M.A.A.

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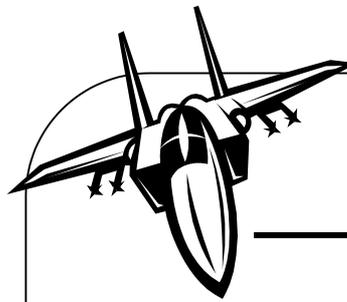
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