



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER JUNE 2020



REMEMBER THIS ? (July 2012)

Model Engine's Lancaster bursting through the water on our main strip

Due to good Field Management we now have efficient drainage, and the water problem has been mostly eliminated

No Club Meeting For June

BURLEY FIELD

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EDITOR'S BIT

Isolation Occupation

Spending some time refurbishing some control line models in readiness for when we have unrestricted access to our Flying Field, and the Control Line Circle

Some kind Club Member gave me this model a while ago, Can't remember who ? It is a serious Stunt model, it has control by elevator and wing flaps, so it will be very nimble

I am sure it will be a real handful to fly without practice on more docile models, SO I will not attempt flying it till I have had some practice

Soaked the fuel tank for a few days and flushed fuel through it, flushed fuel through the needle valve, Motor was locked up solid, hit it with the heat gun and soaked it in fuel as well, added a sintered bronze fuel filter, remote needle valve, and remote glow plug connection, all good

The motor is an O.S 46 LA, R.C, so I had to do something about the throttle, I solved that problem by installing a lever and pushrod, (see photo)

RUNNING THE MOTOR

I wanted to make sure the motor ran o.k and the manual throttle lever worked o.k

The set-up for test running the motor is shown in the photo below, all good, the giraffe supervised



Frank McPherson Editor

WHAT'S ON At P&DARCS 2019

Look in the Club Calendar on page 10

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NOTICES

SAFETY PILOT *BARRIERS* & YOUR RESPONSIBILITIES

As members are aware the Flight Barriers are being upgraded. The new east barrier has been installed and is to be raised another 100mm. The construction of the replacement main East/West strip barrier is being supervised by Norm Morrish off site and will be installed in the near future. The construction of the final barrier on the West Strip will be the last barrier to be installed and will be relocated further north along the strip in a similar position to the relocation of the barrier on the Eastern Strip.

The Barriers are installed for your safety and you are expected to use them.

There is also an expectation from the insurance company that pilots would make use of the safety equipment that is provided by your club for your safety. In the worst scenario noncompliance could seriously affect a future claim.

Too often members are standing in front of the barriers, leaning back against them and even worse some members still stand on the edge of the flying strip.

- This increases the danger of being hit by a model by eliminating the chance of the model being arrested by the long grass protection strip or the barrier.
- It is very discourteous to other pilots with their line of sight to their aircraft being disrupted by having other pilots standing in front of them particularly during low passes and landing approaches.

It has been very difficult getting new members and the club's juniors to comply with the rules when experienced modelers are blatantly disregarding them.

When joining or renewing your membership to the club you are accepting to abide by the rules of the club and to accept the Committee's direction to comply.

Once the Field is back open there will be an expectation that all members will abide with the Flying Rules of the club. Quite honestly, I'm tired of telling members they need to stand in the designated Pilot Standing areas.

Further to this, members have also been negligent in allowing guests in the pilot area who are not directly involved in the flying of the aircraft. All people not involved in the flight of the aircraft should be 30 meter behind the flight area.

We already have enough rules in place to cover these situations, don't place the Committee in a situation where stronger action is required to ensure these requirements are enforced.

Peter Harris
P&DARCS Committee

PRESIDENT'S REPORT

Well Gents, – **WE ARE BACK IN BUSINESS !!!**
After what seemed like some very long weeks, Burley Field is available for flying once again.

To some of you this period may have felt like “dead” time, but in fact our skeleton maintenance crew have been keeping the field from going wild and our thanks to the 3M team--(Morrish Mower Maulers). Well done Norm and boys!!.

There was also a rather large amount of flood water invaded the property and this necessitated a serious cleanup operation---thanks to Paul and his crew for a first class job.

While all this was going on a couple of guys have been ' head down-tail up' every day, and as a consequence, we now have a completely new and up-dated security system
We have had meetings with our neighbors regarding the creek flooding, meeting with the appropriate authority on the same subject, and they are to do some fairly serious reworking of the creek, and have proposed more regular maintenance of same.

To enable a Committee meeting to be held, our wizz of the pixels and gigabyte things organized a face to face (or in my case face to screen) thing which was very successful and this was followed by a club meeting for the purpose of confirming the Club budget for the coming year.

As if these two men had not enough to do, you see, magically appear in the hay shed charging station, a nice new attendance record book. We Club members owe a huge thanks to the non stop efforts of Webmaster Daniel and Treasurer Peter—Thank you from us all.

Although we are still quite wet underfoot, the field seems to be operational, as shown on Sunday, when aircraft of all shapes and sizes were flown. Check the club web site for instructions on booking a spot and we can all get back to enjoying our hobby.

Till next month, take care,

Bill Reynolds President

SECRETARY'S REPORT

Minutes of the P&DARCS General Meeting held on Saturday May 9th 2020 via Teleconference

Meeting opened at: 1:00 PM

Chair for this meeting: President, Bill Reynolds

Members Present: 37

Apologies: Nil

Visitors: Nil

Minutes of previous Meeting: Motion that the minutes of the March meeting be accepted. No meeting was held in April due to the COVID-19 situation.

Moved; Peter Harris Seconded: Rob Till
CARRIED

Business Arising from Previous Minutes; Nil

President: The President advised that due to the COVID-19 situation the only business of this meeting was to vote on the proposed budget for the 2020/21 year and the fees for that year. He noted that members would have the opportunity to ask questions during the meeting.

Treasurer:

The Treasurer led the members through the budget explaining the items as necessary. The Treasurer noted that the Committee has recommended the budget presented. The Treasurer moved that the budget as presented to the meeting be approved. Seconded by Rob Till **CARRIED**

Early Payment Discount: The Treasurer then advised proposed the membership fees for the 2020/21 year. He noted that the due to the CONVID-19 situation the committee had agreed to a 10% discount for members who paid their fees by June 30.

The Treasurer moved the motion that the Club fees paid by no later than June 30 would be eligible for a 10% reduction in Club Fees only. Seconded by Rob Till. **CARRIED**

Club Fee Structure; The Treasurer moved the motion that the fee structure as proposed be adopted. Seconded by Rob Till. **CARRIED**

Financial Hardships; He noted that the Committee has set up a sub- committee of himself and Alan Coleman to confidentially hear submissions from members who have suffered extreme financial hardships due to the virus and therefore ask for financial consideration for their fees. He noted that the sub-committee's decisions were confidential and binding.

He noted that any discounts are only applicable to the club component not the VMAA/MAAA fees.

The Treasurer moved the motion that the members may request, to a special subcommittee, consideration in Club fees due to financial hardships attributed to the CONVID-19 situation. Seconded by Rob Till. **CARRIED**

The President thanked all that registered to “attend” the teleconference meeting.

Meeting Closed 1:33 pm

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Ivan Chiselett Secretary

FIELD MANAGER'S REPORT

Hi members, hope you are surviving the Covid isolation and getting ready to come back to do some flying. Was really good to see members back at the field Sunday 17th when it reopened. Field was still soggy in areas, especially the pits, but was able to mow a section of the East runway and main runways plus wide paths in the pits, with the small John Deere ride on mower. Both runways are now fully mowed with small mower, Thanks Geoff Healey and Chris Eeles for helping.

The west runway and west pit area on Monday 18th is still to wet to mow so have blocked the entry drive to western carpark. This is 2 weeks since the flood occurred. Normally our field drains within 2 to 3 days and dry to mow within a week but the adjacent creeks were not dropping in height so our flood water remained on our field for another 3 days and soaking in.

Flooding

It normally takes 100mm in one day to fall in the Beaconsfield Officer area, this flood resulted from 77mm over 4 days. We should not have been flooded.

Farmers along Ballarto Rd were also flooded for the same long time and they contacted us for support. Peter Harris, representing the Co op, and I met with them and investigated what was causing the flood.

The main problem is the huge amount of vegetation in Gum Scrub Creek beside our western boundary, and then south of Ballarto Rd where it heads to Westernport Bay.

The second problem is Melbourne Water make all the new developments to our north, construct large retarding basins to reduce the peak rain flowing into Gum Scrub Creek, but this means those basins continue to release high volumes for another 3 days into the creek.

Peter Harris wrote an excellent letter to Melbourne Water and counter signed by the farmers requesting urgent action. A drone video, thanks Andrew and photos supported Pete's letter.

The good news is while the letter was being written Pete, I and some farmers met with the Melbourne Water Coordinator and he is very cooperative.

We feel very confident that they will start cleaning the creeks out as soon as the environment study is completed. Hopefully in July.

In 2012 Melbourne Water did clean out the creek but only along our Western Boundary. They would not do south of Ballarto Rd, This time they will do as far as South Gippsland Highway, where from there it is open flow to the bay. We now wait for a written reply to Pete's letter where they will state the work and time frame. This should then stop us from flooding with that type of recent rainfall.

Norm Morrish Field Manager

Photos of the flooding on the next page



View along Gum Scrub Creek, and our Club Property on the left, our windmill close by, and club buildings in the far background, viewed from the Fowler Road Bridge, 5th May



View looking East, above Farming property, Ballarto Road on the right, Wenn Road to the left in the middle distance, you can see why the Farmers are not happy

REGISTRAR

Registrars Report – May 2020

New Member Applications

There were no new Member applications this Month

Membership Details

New membership cards have been ordered. The club membership fees have been set and I am awaiting details of the MAAA/VMAA fees for next year before renewal forms will be sent out. These should be in the mail for early June. **Please** ensure that **you** have sent **me** updated contact details where necessary to avoid repeat mailings.

Please note that Australia Post have delays with mail delivery at the moment.

Loss of Wings and Qualifications

Recently we were alerted to a MAAA policy regarding qualifications previously held by those who have allowed their MAAA membership to lapse for more than 3 years – you lose your qualifications and have to be tested again. This usually applies to those who rejoin after several years, perhaps once the children have left home!

This is the relevant MAAA policy (MOP027):

7. AUTOMATIC LOSS OF WINGS AND INSTRUCTOR RATING

7.1 In the event that a holder of any class or level of MAAA Wings and/or Instructor Rating ceases to be an Affiliate Member of the MAAA for a period of three continuous years, then these qualifications lapse and have to be regained in accordance with this MOP.

Membership Status

Final figures for this year

	Paid 2019-20	Unpaid	New 19-20
Associate	19	0	0
Full	101	5	0
Honorary	2	0	2
Junior	6	0	1
Life	3	0	0
Pensioner	22	3	0
Probationary	15	0	11
Prospective	3	0	3
Student	0	0	0
Spouse	1	0	1
Total Paid	171	8	18

Rob Till Registrar

WEBMASTERS REPORT

When we got hit with Covid & the field was closed, I foolishly assumed that Webmaster & Committee roles would go a bit dormant. Boy, did I get that wrong. The past few months for me as Webmaster have been very busy.

The committee still needed to meet somehow, so I hastily setup phone conference facility for our first committee meeting during lockdown. That worked reasonably well. I then investigated more and moved the Committee to Web conferencing which was a big improvement, but required a lot of effort to run tests with Committee members to ensure they could get on web conferencing successfully.

Next, we needed to get you, the members to vote on upgrading the Cattle Yard upgrade, so another solution required.

After that, next issue was approving the budget. Discussing it with the Committee we wanted some form of forum whereby the Treasurer could present the proposed budget & give you, the members an opportunity to ask questions on it & then vote.

So, I setup the Webinar facility & did some training with the President, Treasurer & Registrar on how to use the tool.

From the feedback I have received from members this went well, so I'm please with that.

Finally, a few weeks ago the Government announced we could partially reopen with a 10 person limit. Yet another solution required. The Committee met & developed a procedure and I created & coded up a booking system to allow people to book times slots to visit the field. The reason we did this was to ensure members did not travel to the field, only to find 10 people there already & they'd have to go back home. We also created a logbook so that should the worst happen & we find someone had contracted covid, we had a way of tracing who was at the field with them to ensure they can get tested.

I appreciate we have also thrown a lot of new technical things at you and that a great number of people are not necessarily technically literate, so I wanted to say a big thank you for those who have just sat down at the keyboard and worked out how to vote on the Cattle Yard upgrades, attended & participate in the Webinar & books themselves a flying slot.

The Committee have put these procedures & solutions in place to ensure the club can keep running & members can remain safe.

I sincerely hope we'll be able to do away with the booking systems & Webinars in the near future, but Covid has not gone away, so please remember to look after yourselves, wash your hands regularly and social distance etc & we'll get through this eventually. Normal services will resume.....

Daniel Jenkins Webmaster

FROM OUR FLYING FIELD

Some photos circa 2015



Our new shed

View from the South East corner, doors shut, all lights on



A BIT OF FUN

Paul Somerville's octopus banner being towed by Frank McPherson's Tiger 60, on landing it stopped in a hurry



Glider fire



Helicopter Training, Geoff Lowery, preparing for a training flight with Instructor Paul Webber, on our Western Flying strip



Bill Reynolds and his Miles Sparrow hawk



Peter Harris and his Super Sportster 60, O.S 46 FS
The model is " fast and slippery "



Roly' Gauman's nice foam Mustang



More Mustang



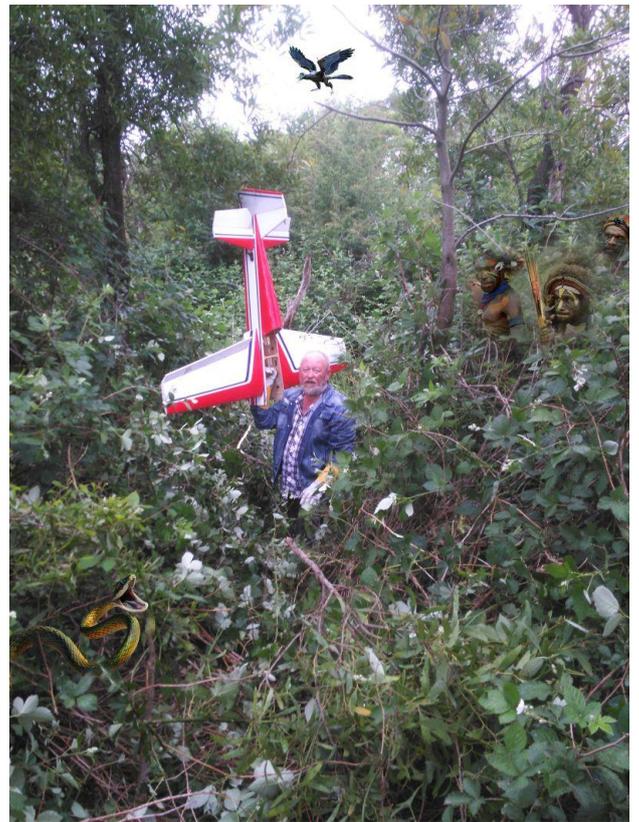
Mark Collins with his 1/12th scale ME323, 4.2M wingspan / 24kg / 6 off 46LA motors, a long ground run to get airborne, at the field for certification by Neil Addicott from Model engines
The Messerschmitt Me 323 *Gigant* ("Giant") was a German military transport aircraft of World War II.



Daniel Jenkins FMS Olympus F3A model about to touch down



Glider towing November 2015



WARS contractor, Andrew Mysliborski shown holding a recovered aircraft, on-site in the Eastern Badlands, a hazardous area

WARS, Windsock Aircraft Recovery Services



David Chivers big scale Pawnee at a Glider Tow day, a hard working machine

P&DARCS CALENDAR FOR 2020

June

18 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

July

04 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)

23 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

August

01 (Sat) 1:00 pm - 2:30 pm [P&DARCS AGM](#)

20 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

September

05 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)

17 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

October

03 (Sat) 1:00 pm - 2:30 pm [Club Meeting & Coop AGM](#)

22 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

24 (Sat) [Spring Clean & Working Bee](#) Field Open: **No**

31 (Sat) - 01 (Sun) [Twi-Fly](#)

November

03 (Tue) [Melbourne Cup Aero Tow](#) Field Open: **Partial**

07 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)

07 (Sat) 2:00 pm - 4:00 pm [Mini Working Bee for Rally](#) Field Open: **No**

08 (Sun) [P&DARCS Scratch / Kit Built Scale Rally](#) Field Open: **No**

19 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

December

05 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)

06 (Sun) [VPA Pattern](#) Field Open: **No**

12 (Sat) [P&DARCS Christmas Dinner & Twi-Fly](#)



No Club Meeting For June

P&DARCS Newsletter
Pakenham & District Aircraft Radio Control Society

If undelivered return to
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