



P&DARCS

August 2005



This month's model was actually rolled out way back in April.

Unfortunately I misplaced a disk of photos from Thommo. When I recently rediscovered the disk I just had to feature this model.

The Model is a Miles Speed 6 And the craftsman who created it is Colin Nicholls Very nice model, as are all of Colin's Masterpieces.

P&DARCS

www.pdarcs.com.au

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**DEADLINE for the Newsletter is
the 15th of the Month preceding
the Meeting**

Editor's Notes

Election Time is upon us yet again. I guess by the lack of complaints that the majority of the club have been well satisfied by the effort of their committee again this year. You may by now, have read my comments in the VMAA newsletter where I indicate how lucky I am to serve on a committee where the club supports our efforts. It certainly makes the sacrifices of valuable spare time feel worthwhile when the club appreciates committee members efforts.

Of course as well as the committee there are quite a number of our members doing their bit to make our club facilities the best in Australia and I do believe, one of the best in the world. I speak of course of the Bay 13 building crew and it's many helpers. The mowing men. Bill and his blue paint repairs and of course his gardening efforts. The committee of course and from my perspective in particular, to all of the members who have taken the time to put pen to paper or finger to keyboard and tap out an article for me.

Thommo and Andrew Mysliborski also regularly send me photos of all the action at the field. Between the three of us a great deal of the activity at Burley field is captured on "film" to fill the newsletter and keep it relevant to the average member. To keep the newsletter interesting I need this support. So, if you have an article in mind put pen to paper and drop me a line.

I understand that most of the committee is re-standing but we are always open to accepting new blood and there is always a space for someone with a bit of enthusiasm to help us continue the growth of P&DARCS.

One issue that we have struggled with is how to attract a greater number of members to our evening meetings. If you know what would make you come along please drop me a line by mail or email. Please be constructive though.

I look forward to seeing you all at the AGM.

For Sale;

Had some space so I thought that I might use it for my for sale ad.

If any of you are after a Zenoah 38 petrol motor, new in box, never used please give me a call.

I am after \$400 for it.

97631804

0409 133591

That's all Folks

Don't Forget

Club Meeting: *AGM & Transmitter testing*

Wednesday 3rd August

Annual *P&DARCS Auction*

Wednesday 7th September

Next Meeting

Wednesday 3rd August 2005

AGM & TX Testing

*That time of year is once again upon us so come along and vote in your new committee.
As a bonus you can also get your transmitter certified for the usual nominal fee*





Derek's Dialogue

President's Report

As this will be my last President's Report, I would like to take the opportunity to thank each and every one of you who have made my term in office so rewarding.

Firstly, I need to thank the committee whose members have carried me along with their enthusiasm and untiring efforts. No need to drive these people, maybe just the occasional tug on the reins to make sure we were on the right track and sometimes applying a little on the brakes to rein in some excess enthusiasm.

Next, I would like to thank the construction crews who have planned and executed a number of major projects in the last two years. The fruits of their labour have provided this club with facilities second to none that will be appreciated by the members for years to come.

Next, to all those members and their families and friends who have been there to help at the numerous displays, competitions and exhibitions in which we have participated, I offer my sincere thanks. Without you, we could not have done it.

Lastly, I must thank the kitchen crews that have cooked and served food to the members and visitors that have participated and spectated at the various functions, and in particular, I must mention Gwen Robinson who has been an absolute rock in this area.

I sincerely hope you will give the incoming President the same support you have given to me.

Derek Trusler

Last Club Meeting

An enjoyable evening with our pie night and show and tell. Judging by the comments around the room regarding their latest projects we would have had an even better meeting had all the projects been brought along.

None the less the evening was a good one.

Let's see even more of you next time



Airconditioning

As I reported in the last newsletter the committee has decided to purchase a reverse cycle airconditioner for the club house.

The good news is that one of our members has come forward with a cost price unit via his day job. All we need now is an installer. Do we have anyone in our ranks experienced at this?

Monty Tyrrell

That well movie producer Frank Dibble has put together a highlight DVD of the Monty Tyrrell Scale Rally 2005. The DVD runs for 18 minutes and Frank will be happy to relieve you of \$9.95 if you would like a copy.

P&DARCS Presents the
2005 Annual AUCTION

Wednesday
7th September

Start 8pm



Please arrive early if you are selling as you will need to register your sale items.

Notice of Annual General Meeting of P&DARCS Inc

Wednesday 3rd August 2005, 8pm
Dingley Community Centre Marcus Road Dingley



Ever thought of joining the committee? There are always unfilled positions so even if the current committee re-stands we will always have a spot for you.

Mechanical and Safety Officer's Report

Paul Sommerville

That time of year is here again.

First of all, I wish to thank my fellow committee members for another year's comradeship. The majority of club and committee meetings have been fairly laid back and very enjoyable to attend.

Secondly, I wish to thank Frank Dibble and his mower men for another year's fine work. This group of volunteers who put in quite a few hours each week to keep our field in tip top condition. We always can use extra volunteers to help out on the mowing roster so just sing out to Frank if you are interested and we will organize a tractor driving lesson and a key.

Thirdly, I must thank the Department of infrastructure and developments whose help and input has been terrific once again this year. We now have the hay shed, a 250000ltr water tank and 3000ltr under ground water transfer station, and lets not forget about the battery charging station in the hay shed. There are probably more things that I've forgotten about.

The best thing that we all have, is a privately owned and run club. We are very fortunate to have the luxury of our own field. I treat our club as a second home and am extremely proud of it. Over the past year I've seen and heard about other clubs that do not have the luxury of owning their own fields having to relocate or even worse having to shut down their field.

Safety this year has been fairly good. We've had no major incidents at the club this year and would like to keep it that way.

It's still up to every body to act in a safe manner, the hobby is dangerous by its nature. With high-speed propellers and flying models you can never become complacent.

All we ask is for you to obey the club rules and listen to directions by committee and fellow members and use some commonsense. We have your safety and that of fellow members to look out for.

I would like someone else to take up the position of SAFETY OFFICER at the next AGM. Its not a difficult job and does not take a lot of your time. You just have to be gentle but firm on safety issues, treat it, as it was your own work place.

I would also like someone to seriously look at the position of MECHANICAL MANAGER. I've done this job for a number of years now and am getting tired of it. If a new manager takes on the job I will not just drop you in it, I will still help out when required to show what needs to be done.

I would like to stand for the position of Vice President at the next AGM, so if you would like me to be your next Vice President come on down to the next club meeting and vote me in.

Till next month

Happy landings

Social Director's Report

Roly Gaumann

Another successful year draws to a close.

We had the "Pilots picnic" in December, by now probably better known as the "Twilight Fly In". A quite successful format judging by the number of entrants it attracts. The relaxed atmosphere in the hectic days just before Christmas is probably a welcome break for many of us. Just get yourself with your family down to the field and be entertained and fed until dark. The first tentative steps of night flying have been attempted at this event. I would like to push this along a bit this year by thinking of a simple, but entertaining contest. In other words, the "Twilight Fly In" is on again, bigger and better.

A few changes this year have transformed the Monty Tyrrell Scale Rally into an event where scale pilots are encouraged to show their aircraft without worrying about judges, flight schedules and prescribed manoeuvres. We still had the presentation of the prestigious "Monty Tyrrell Trophy" but the other goodies were distributed amongst the entrants during the day. I think we will stick with this format another year.

Already in the advanced stages is the "Interclub Team Challenge" in October, a new concept of the traditional contest where instead of competing as an individual you enter and perform as a team. Could be interesting. Get ready!!!

I will, with your blessing (vote), continue in this or another portfolio for another year.

Contest Director's Report

Glenn Cossor

Well the end of another successful year has arrived.

Over the last twelve months we have been lucky enough to attract the International Heli spectacular and IMAC Scale Aerobatics. We have also run the annual Monty Tyrrell Scale Rally, which was once again very successful. Recently we held the 100 lap pylon which was down on numbers, probably due to the Nationals being on at the same time plus the very ordinary weather on that particular weekend.

I would like to thank all of the members who have helped us out over the year. Without their help, these events would be near impossible to run. I would also like to give special thanks to our outgoing President, Derek Trussler who has made himself available at nearly every event we have held. And of course Gwen Robinson's efforts in the kitchen are always a blessing and of great help in running any event.

It has been fantastic this year to see a lot more of our club members participating in these events.

I would like to continue on with my committee position for another year with the intention of making these events bigger, better and more profitable for or club. I would also like to see our club have a really good go at the VMAA trophy in 2006.

That's all for now

Reports



Interclub Team Challenge 2005

9th October 2005

P&DARCS Burley Field

Just 2 months to go to this event.

Bulletin 1 must have stirred up some interest as people are now talking about it. I guess it is something new, something we, nor any one else to my knowledge, have done before. Who knows, it could be the beginning of something big.....

But, before I get carried away, I need teams to compete.

So far, 2 teams have officially entered:

"MAD HATTERS" Toby Gaumann / Chris Holden

"RED DEVILS" Roly Gaumann / Ian Robinson

I have further heard whispers, that teams from **MARCS** and the **NORTHERN FLYING GROUP** are interested to participate. Today, I will reveal the second part of the flying program.

Program 2

Still basically simple maneuvers to be flown this time **in formation**.

The team takes off, either simultaneous or no more than 5 seconds apart.

The team will then execute the maneuvers as listed under *the schedule*.

Landing of the team shall be simultaneous or no further than 15 sec. apart.

Note: Whilst free passes **are** allowed for orientation and formation purposes, they should be limited to the absolute minimum as they may incur penalties in the form of a lower flight impression score.

The schedule

- 1: **Straight flight, line astern.** (Follow the leader)
- 2: **Straight flight, line abreast.** (Fly next to the leader)
- 3: **One loop, line abreast.** (A simultaneous loop next to the leader)
- 4: **Mirror flight past.** (The lower plane flies upright, the higher one inverted.)
- 5: **Straight flight, line astern, with peel off.** (When passing in front of the judges, peel off for a 90 deg. turn about 1 to 2 seconds apart.)

Time allocated: **10 minutes**

The judging:

The flight will be judged on a scale from 1 to 10 for take offs, maneuvers and landings.

The judges will be briefed to take note of the positioning of the maneuver, the uniformity of the display between the team members and the overall performance as a team. Trying to fly a tight formation is dangerous and will not attract a higher score. Uniformity is the key to success. Practice to fly a loose, but consistent formation.

Maneuvers outside the 10min time frame score 0.

More info at the monthly meeting and in the next newsletter

Your Team Challenge 2005 Contest Director Roly Gaumann

For entries contact me on Mob: 0411 550481, Home: 5968 3791,
E-mail: proconsol@bigpond.com or the website: www.pdarcs.com.au

100 Lap Pylon

A Freezing day and the Australian Nationals reduced the line up but the action was exciting all the same.

Racing got underway mid morning and the novices were up first. These first time pylon racers were certainly successful in moving the crowd back as they struggled to come to grips with flying a tight course.

By the end of a hundred laps though they were certainly starting to get the hang of it and I'm sure we will see them all back.

The other classes followed and just check out the eventual winners. All P&DARCS Members

Great result.

The CD for the day, Mark French would like to pass on his thanks to all of the helpers for a job well done.

And the winners were:

Novice: Richard Healey

Sports: Geoff Healey

Open: Mark French



This model was on display and for sale at the aforementioned 100 Lapper.

I looked very nice, was only one flight old and came complete with airborne radio and OS 160FX. It just sat there tempting buyers to part with their hard-earned cash.

Eventually one sucker bought it.

Of course there is no truth in the rumour that it was bought by a modeller, that not that long ago was canning ARFs because real modellers build their planes. This one needed only a receiver crystal to be ready for action !!!

Anyway, as soon as I improve the canopy latch I will bring it down to the field.

How To Test Airborne Battery Current

Norm Parker

How To Test Airborne Battery Current being drawn by servo and receiver operation.

Items required:

- A 0-500ma Meter
- One servo extension lead.

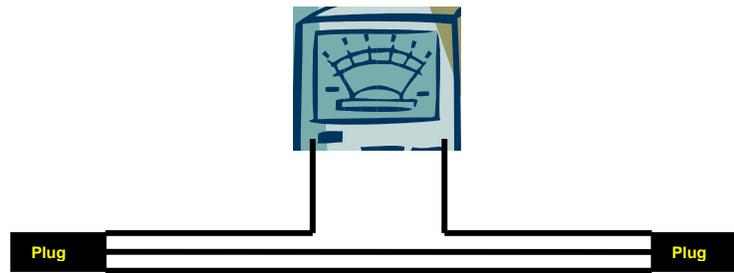


To test total current draw, connect the meter between the receiver and battery pack.

To test an individual servos draw, place the meter between servo and receiver.

To do this test you need to connect the meter into the positive wire of the servo extension lead. So once you have established which wire is the positive one for your particular brand of radio you simply cut this wire. Now simply connect one of the meter wires to one end on the cut wire and the other meter wire to the other Any current flow through this wire will now be displayed on the meter.

If the meter reads in reverse swap the terminal leads on the back of the meter.



The purpose of this tester is to eliminate excessive current draw caused by faulty servo or end point travel adjustment or a binding linkage. You will be surprised at how much current draw a binding linkage will cause.

The lower the current draws the more flights per charge.

Website for Flight Simulators

Ed

Many of you now have one of the many flight simulators installed on the old home computer. I have had the Reflex XTR on mine for a month or so now and it is a very good way to keep your hand in or practice the manoeuvres that you are not brave enough to try at the field. Even though quite a number of models come standard with the software It doesn't take long before you fancy trying a different model or two.

I have discovered a web site with 400 or so models to download for most of the major simulators. From this site I also found a second site dedicated to the Reflex XTR sim only. This is a relatively new site so only has 6 or 7 models to download but the quality of the graphics on these is exceptional and is definitely up to the standard of the original Reflex software. Some of the downloads on the other site are a little low on quality of image but still great to fly and include turbine models such as a Lockheed Galaxy, Airbus and F14 Tomcat along with lots of IC and glider models. There are scenery files also on this site but I haven't tried these as yet.

www.rc-sim.de

Lots & lots of models and scenery for most simulators

<http://w3.wehner.cc/>

Dedicated to high quality downloads for Reflex XTR include E-flite Tensor & Goldberg Cub

Mug of the Month,

I am sorry to announce that there have been a number of attempts to obtain Mug Status over the last two months. Unfortunately, I now find myself with space in the newsletter so have no other choice but to enter the perpetrators names into the "*Mug Files*"

M Files.....

You may wonder why I am so reluctant to return to the reporting of Muggy activities. Well if you read on you will find out why I am so disappointed to have so much space left in the newsletter. In fact the reason I am rambling on so much is in the vain hope that I will fill up lots of page space so that there will be insufficient room to report on all of the Mugs.

Case file - 1

A well known, one time large scaler, now small electric-er, was putting his newly converted ARF Biplane together after a minor repair. The repair had been very minor in that the undercarriage had left the model, pulling the screws out in the process. Whack in some longer screws and Bob's yer uncle.

Andrew's flight was cut short when the model started to lose power. Strange occurrence as Andrew had a freshly charged Li-Po onboard. After landing Andrew opened the hatch to check the battery and a light whiff of smoke drifted out. Hmmmmmmm!!

Who guessed that the longer screws he put into the undercarriage went right through the battery?

In an attempt to seal his position as Mug of the Month, Andrew (Mysliborski) then later that afternoon, arrived back at the field quite a few hours after originally leaving, to collect his transmitter.

Case file - 2

Unfortunately the bottom of the page is still to far away so I will have to report this next mug after all. Now, let me preface this by saying that I've been very busy lately.



Have you ever wondered how reliable the digital countdown is in your family car? The one that tells you how many kilometres you have to go before your petrol runs out that is?

I dropped in on Ivan C the other evening to drop off some DVD's I had borrowed. As I arrived Ivan was on his way to the postbox to drop off some very important MAAA mail. Being the kind hearted sole that I am, I offered to give him a lift. At least, I think I did coz he was suddenly in my passenger seat. Anyway, as I drove off my low fuel warning played it's little tune and naturally Ivan commented. I responded by saying not to worry, the fuel usually lasts for quite a while after that. (I didn't mention of course that it actually started beeping half an hour ago.)

We drove up the street to the postbox, and chatted for a while with the motor still running. 15 minutes later the car shuddered and stopped. Sh#*my first thought was "not in front of Ivan, he's sure to insist that it goes in the Mug column". But to my surprise, nothing said. We walked back to Ivan's place to collect a can for fuel. By the time we arrived, little Kevin C was sprawled out in the lounge . Oh no, not another club member to witness. "Maybe Ivan won't tell him," I thought . **FAT CHANCE !**
"Guess what happened to Mug Walshy"

So before I could get a lift to the petrol station, I had to promise that if there was enough space, I had to stick myself in Mug of the Month.

Well I did so there! Anyway if you hadn't been talking so much I would have made it to the petrol station before I ran out of fuel !!

Of course, I won't tell you how 2 of the 5 litres in the can of fuel ended up on the bitumen and not in my fuel tank. I think we were distracted by talking again!

Case File - 3

Do we have a traitor in our ranks? One of our members has been reported as having purchased a B.O..A..T. Unbelievable !! Apparently his excuse was that it was a present for a nephews birthday. Hmmmm, I don't know about that, I reckon he was preparing for the next flooding of the field.

Problem is fixed temporarily though. When Dirty Harry launched the boat on a test float , during a high speed pass, it hit something under the surface that suddenly stopped it floating.



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