

P&DARCS

Pakenham & District Aircraft Radio Control Society

THE NEWS JULY 2013



Alan Foley's Big Bird, Ornithopter

By sgDrone / Carbonsail Singapore / 55inch wingspan / using a 5000kv motor via a double gearbox / elevator and rudder are mixed / a 1000ma hr LiPo gives about a 5 minute flight / based on a design by Sean Kincade USA, a 20 year pioneer of ornithopters

REMINDERS:

- # **NAME BADGES MUST BE WORN AT ALL TIMES, NO BADGE, NO FLY.**
(TO STOP FREELoadERS USING YOUR FLYING FIELD)
- # **VISITORS MUST BE SIGNED IN, AND WEAR A "STICK ON" NAME BADGE**
- # **WHEN STARTING AN I.C POWERED MODEL, OR ARMING AN ELECTRIC POWERED MODEL IN THE PITS, THE MODELS MUST BE RESTRAINED**
- # **ELECTRIC POWERED MODELS SHOULD BE ARMED AT THE FLYING STRIP AND DISARMED AFTER LANDING**

CLUB AUCTION

Saturday JULY 6th, (No General Meeting)
At Dingley Hall, Auction starts 1300 hrs,
registration from 12 noon, bring along
your goodies to sell, see page 7 for registration forms



BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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Editor's Bit

This time of year, the weather is a bit cold and gloomy, it is good to get inside our nice Clubhouse, put the heater on, grab a few magazines, have a good read, and occasionally look out the window, if the rain has stopped, rush out and have a fly

The runways are getting more water on them, maybe time for a winter undercarriage conversion, be brave, two types used so far :

MUDGUARDS, to prevent spatter under your model



SKIS, to allow take off on very soft muddy surface, + reduces spatter



Frank McPherson Editor

What's On

At P&DARCS 2013

Look in the Club Calendar on page 6

From the VMAA Events Calendar 2013

July

6th **Annual P&DARCS AUCTION** at the Dingley Village
Community Centre, 1pm start
Info : Daniel Jenkins 0412 445 509 P&DARCS

13th - 4th Pylon Racing Bendigo BRCAC
14th F3A Aerobatics TRAINING DAY West Rosebud NMAA

Aug

3rd - 4th F3A Aerobatics Horsham WMAA
17th-18th Pylon Racing Cohuna CMFC
18th "Classic Pattern" Aerobatics for 'early' .60 size models
VMAA State Field NFG

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PRESIDENT

Last newsletter I wrote on the subject of the approaching A.G.M. I hope you have given it some thought regarding elections volunteering for the various jobs that need to be done, and particularly making yourself available for, and most of all -turning up to working bees when the various Committee Officers ask for your help.

This month of course is the annual club auction.

Go search out all those special bits and pieces you put aside for that special model you were always going to build but never did, they might be just the thing someone else has been trying to locate for their special model.

Oh and don't come along with an empty wallet, there could be an item on sale which you have wanted forever but could never find, this may be your BIG chance, Don't let it slip away from you!!!

See you ----AND YOU --at the auction.

Bill' Reynolds, Pres'

SECRETARY

General Meeting held 1st June 2013 at the Burley field Wenn Rd. Cardinia

Meeting opened at 1306hrs

Members 19

Apologies. N Morrish, S Malcman, F Dibble, W Schubach, P Langton, D Glossop.

Minutes of the previous meeting be accepted. Moved D Jenkins Seconded P Somerville, Carried

Business arising from previous minutes, Nil

President. Pleased to see the arrival of the first hoist delivered thanks to Peter Harrison for the effort.

Social. IMAC event has been cancelled . Saturday 2nd November has been requested by the VFSAA for their event. Moved D Jenkins Seconded M Smith. "That the request be granted "
Carried.

Treasurer. Financially looking good.
Moved P Harris Seconded P Somerville "That the budget presented by the Treasurer for the year 2013-2014 be accepted and the club fees remain the same as last year" Carried
Noting that the VMAA insurance has increased by \$2

Registrar. Renewal notices will be available in the next 2 weeks.

Web- Master. Web site at the moment is stable and is being upgraded to rectify the problems, thanks to Paul Webber.

Machinery. Submission to VMAA for a loan is being processed, this is for the new machine shed and hoists, this could take 2-3 months to start procedures.

General. VMAA & MAAA have purchased some new sites, Echuca , Ballarat, and Bairnsdale looking for land.

It appears that the club could be donated a 20ft. container, this could be used as a spray booth, this to be considered by members.

Suggestion to purchase 2 trollies for the purpose (Bunnings type) for the transport of planes from cars to pit areas. Moved M Smith Seconded P Harris "That the club purchase 2 of these trollies" Carried.

Suggestion to have instructor vests for qualified instructors for new members to recognize MAAA instructors wishing assistance in flying.

Meeting closed at 1410 hrs.

No General meeting in July. The club auction is replacing this meeting and will be held at Marcus Rd. Dingley **Saturday July 6th** Commencing at 1300hrs. registration at 12noon
Next General meeting Saturday August 3rd. at the Burley field which will be the **A.G.M.** at 1300hrs

NOTICES

CLUB ANNUAL AUCTION

Saturday 6th July 2013 at Dingley Hall (No general meeting)
Auction starts at 1300hrs registration from 12 noon

AGM

Saturday 3rd. August 2013 at our Flying Field, General Meeting and A.G.M 1300hrs.

Don White Secretary

TEAM CAPTAIN

No report at this time

Steve Malcman P&DARCS Team Captain



WEBMASTER

What a change from last month, with little going wrong. The website has been resilient to the attacks since I made the changes, even though it is still getting some attempts. I plan to leave it for a while and then start the migration to the newer Web software. You will notice that the weather station Wind indication is back, thanks to Daniel's and Franks efforts, thanks guys. Now however, the temperature indication has failed, it a conspiracy to test us. We are looking at replacing the sensor, but it is probably a good thing that it is not working. You don't really want to know how cold it is, If your hands freeze, then it's cold!

Paul Webber, Webmaster

REGISTRAR

Membership Renewals

All the renewal notices have been sent out. If you had a current email listed then you should have received an email notifying you as well. I still get some bounce email, so make sure that when you return the renewal form the correct email is listed.

On the subject of the renewal form, please return it as it just makes Peter's and my job easier.

The new Member badges have been arranged, hopefully they have arrived by the time you are reading this

Inductions / Orientation

Please give me a call or email to arrange a time. I now have Frank to give me a hand if you wish to make a time during the week.

Please note that I will not chase you to make an appointment.

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).

Membership to date, refer to the spreadsheet below

Paul Webber, Registrar
Phone 0417 558 779
Email: Registrar@pdarcs.com.au

	Paid 2012-13	Unpaid	New 12-13
Associate	6	0	1
Full	99	0	1
Junior	0	0	0
Life	3		
Non-flying Full	0	0	0
Pensioner	36	0	0
Probationary	16	0	8
Student	2	0	0
Spouse	1	0	1
Resigned		18	
Lapsed		11	
Re Joined	3		
Passed Away	2		
Sub Total	164	29	11



SOCIAL DIRECTOR

The quiet time of year is upon us, so there's not been a lot of flying activities of late. We only have two events on in the next few weeks. We have a Twi-Fly on the 29th June, provided the weather behaves of course & we have the Annual Club Auction at Dingley Hall on Saturday 6th July. The auction will start at 1PM. That's all I have for social stuff.

On the club front we have now installed a hoist in the tractor shed as a temporary solution until the new shed is built. This lifts the two mowers 1.3 meters from any potential water. There are a few people who deserve a thank you all their hard work fetching & installing the hoist.

First a big thank you to Ivan Chiselett who came up with this brilliant solution in the first place & for also finding the supplier and organizing the hoist.

Next is Peter Harrison who along with me went to Tullamarine to pickup the hoist with Peter's 4WD. This saved the club around \$400 in delivery fees.

Finally a huge thanks to Paul Somerville, Frank McPherson, Ivan Chiselett & Norm Morrish. Over 3 days it's taken us over 16 hours of work to build & install the hoist. I'm sure you can do the math on how much that would have cost if we had to pay someone to do the work.

We have a great club, with people willing to volunteer their time & not inconsiderable expertise to help the club out & save us a huge amount of money in the process. Next time you see one of these guys, please thank them for their efforts.

Daniel Jenkins, Social Director

SAFETY OFFICER

No report for this month

Alan Foley Safety Officer

BUILDINGS OFFICER

Nothing to report for this month

David Glossop, Buildings Officer

FIELD MANAGER

Hi guys, the weather gods are throwing everything at our runways. We have gone from a long hot heat wave, where the cracks were very slow in closing up, to now our wettest start to winter on record. At least the cracks are closing up and we will roll the runways.

The couch grass does not grow as high as the normal grass, hence needs less cutting, so at the moment we are on a learning curve as to how often to cut.

On Thursday 13th June flash flooding, up to 300mm over 48 hours was forecast for Gippsland so I met Bruce Horskins at the field and we put the four tractors/mowers on the high ground for 2 days.

The field did not flood but Cardinia Rd did flood, approx 1km south of Freeway. Thank you Bruce for your help.

The large tanks were nearly empty at end of hot season and now are full, 450,000L. That gives an indication of how much rain we have had. What it does show is how good the water collection and pumping system is that Paul Somerville and Ivan Chiselett installed. Placing a pit and pump over at Wenn Rd certainly gives a large catchment area. Well done Paul and Ivan, plus to Barry May for doing the original spoon drains.

While at the field moving the tractors to high ground I checked the spoon drains in the Western paddock and they were flowing nicely into the western creek, via Ian Jaques flood gate. Great job Ian. Only problem was cattle had blocked the drain and this was easily repaired. The entry drive drain was also flowing nicely to Wenn Rd thanks to the Cardinia Shires work making the drain deeper along Fowler Rd to suit our drain.

On Saturday 15th June, the 4 post hoist became operational in our existing shed. The two mowers look fantastic, raised 1300mm above floor level. This keeps the motors above the peak flood we had in 2011. To enable this we removed the roof off the front deck mower. This will stay off until new shed built. Great team work involved by Ivan, Paul Somerville, Daniel, Frank McPherson and Peter Harrison in the pick up and installation of the hoist.

Fantastic lateral thinking by Ivan and Paul, to think of the hoists instead of building a shed on high ground. What a great club that makes me proud to be a member of. Looking forward to seeing you at the field flying, now that the good weather is here.

Norm Morrish Field Manager

P&DARCS CALENDAR FOR 2013

Date	Day	Confirmed?	Location	Details
June				
1 st	Sat	Yes	Burley Field	Club Meeting
20 th	Thu	Yes	Dingley	Committee Meeting
29 th	Sat	Yes	Burley Field	Bi-Monthly Twi-Fly
July				
6 th	Sat	Yes	Dingley	Annual Club Auction
18 th	Thu	Yes	Dingley	Committee Meeting
August				
3 rd	Sat	Yes	Burley Field	Club Meeting & AGM
22 nd	Thu	Yes	Dingley	Committee Meeting
31 st	Sat	Yes	Burley Field	Bi-Monthly Twi-Fly
September				
1 st	Sun	Yes	Burley Field	Club Meeting & Co-Op AGM
19 th	Thu	Yes	Dingley	Committee Meeting
October				
5 th	Sat	Yes	Burley Field	Club Meeting
24 th	Thu	Yes	Dingley	Committee Meeting
26 th	Sat	Yes	Burley Field	Bi-Monthly Twi-Fly
November				
2 nd	Sat	Yes	Burley Field	VFSAA Sports Scale Event
3 rd	Sun	Yes	Burley Field	Club Meeting
21 st	Thu	Yes	Burley Field	Committee Meeting (Summer)
December				
1 st	Sun	Yes	Burley Field	APA Pattern
7 th	Sat	Yes	Burley Field	Club Meeting
11 th	Wed	Yes	Burley Field	Annual Dinner & Twi-Fly

LOT No.

ITEM DESCRIPTION

RESERVE PRICE \$

Owner

PURCHASER No.

PRICE SOLD \$

PAID

LOT No.

ITEM DESCRIPTION

RESERVE PRICE \$

Owner

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PRICE SOLD \$

PAID

LOT No.

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PRICE SOLD \$

PAID

INSTALLATION OF OUR FIRST FOUR POST HOIST.

IT IS IN THE OLD SHED TO ALLOW TRAINING, AND PROVIDE FLOOD CLEARANCE FOR FRONT DECK MOWER + THE RIDE – ON

THIS HOIST WILL BE INSTALLED IN THE NEW SHED LATER, ALONG WITH THREE OTHERS

Frank McPherson

Arrived on site, all 800kg of it, via "Harrow Transport"



Off the trailer



In the tractor shed



First test lift



Front deck mower + John Deer lifted



View of wooden plank in fills for John Deer to run on



SPEED MACHINES

By Richard (Dick) Ryland

Fairey Delta 2

The famous war hero and test pilot, Peter Twiss, took the Fairey Delta 2 up for its first flight in 1954. England had been left behind in super sonic flight but caught up with the development of this remarkable aircraft. The thin delta wing was a great innovation but the ability to droop the nose to aid vision ahead on landing was quite radical at the time.

During early test flights this aircraft, even with its Avon engine in non-afterburner mode, was able to slip through the sound barrier with ease. This led to a suggestion that an attempt be made on the world airspeed record. This record was held at that time by the Americans flying the North American Super Sabre.



Fairey FD.2 *Delta 2*

The record attempts were made in 1956. They were flown at 38,000 feet, not being the spectacular runs made at 500 feet in the old days. Yes, it was no longer a spectator sport! In fact the telephoto cameras used to certify the record had very great difficulty picking the aircraft up at that altitude and Twiss was forced to make his run time and time again only to be told that the record could not be claimed. Eventually the eighth run was certified and the speed recorded was a remarkable 1820kph/1132mph! This was the first time that that any aircraft had been able to fly faster than 1000mph.

The aircraft was later modified with a Concorde type wing, a longer nose undercarriage to simulate the way the Concorde sat on the ground, a modified fin and of course it already had the famous droop snoot! Many test flights helped with the design of the Concorde. One aircraft was sent to Dassault in France for further Concorde related testing. Subsequently the famous Dassault Mirage fighter aircraft came out with a similar wing and general configuration! England at this time had decided that fighters were no longer needed as missiles would take over their role so fighter development there virtually ceased, just as they were leading the world in that area!





PETER TWISS

Over 1,100 mph
**New Speed
Record Set
By British**

(Special through Reuter)
LONDON, March 11 — Britain has set a new aircraft speed record of 1,132 miles an hour, an increase of 308 miles an hour on the previous record of 824 miles an hour set by an American Air Force pilot last August.

The record run was made just before noon yesterday over a nine mile course on Britain's south coast between the old Roman town of Chichester and the Ford naval air station near Arundel.

The flight was made at 38,000 feet with a variation of less than 300 feet in altitude in an experimental plane called the Fairey Delta Two.

This aircraft will always have a place in the second Golden Age of aviation, a time of innovation and huge advances in jet aircraft performance.

It was also a time when England was able to hold its own with the Americans, a time when British test pilots were household names and every schoolboy knew the names of the top aircraft of the day. One of those was the holder of the world airspeed record, the Fairey Delta 2, a great Speed Machine!



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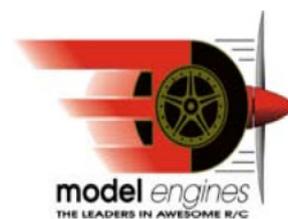


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