

# The News

February 2009



PDARCS

## **Bit of a Sheepish Smile there Frank.**

And why are you up a ladder on our water tank ?

Luckily for Frank I ran out of room in my Mug of the Month Column . Unluckily for Frank I Had a Front page to fill ☺

A picture is worth a thousand words so I will leave it up to you guys to work out why there is a model shaped hole in the roof of our water tank !!!

Guess we will have to wait till the tank is empty to make a salvage attempt.

**Next club meeting** Sunday 1<sup>st</sup> Feb 12.30pm Start

First meeting for 2009 at the Field. BBQ Lunch followed by our club meeting . We look forward to seeing you all there.



**BURLEY FIELD**  
Wenn Road Cardinia

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## Editor's Bit



Caught me napping this month . I was well and truly into holiday mode and was slowly acclimatising myself to my first week back at work when it dawned on me that we had a club meeting looming. The newsletter had to be done. So my apologies for what may seem like a very scrawny edition this month.

As per usual I had big plans at the start of the Christmas period to finish building projects and fly.. fly fly. Unfortunately, family illness and a relaxing holiday in my new Van put a stop to that .

The media are predicting much doom and gloom about the year ahead. So to relieve a bit of stress throw yourself into your hobby. If you don't hear or worry about how bad the economy will be, hopefully it wont affect you too much as you will be unaware that your business is supposed to be going bad. I sometime think that the world talks themselves into these recessions and because of the worldwide media cover people and businesses panic a little and the recession is worse. If business is a little slow you use the recession as an excuse and do nothing. Putting the thinking cap on and doing something to get you business moving along again works much better. I know in my business we have decided to ignore the economists and have a productive year anyway. Hopefully, it will work.

New members are joining our club at an ever increasing rate. It is really important that you make these guys feel welcome and maybe guide them through some of the club rules and etiquette. Our poor safety officer is constantly frustrated by members ignoring rules and seeming not respecting the rules and etiquette of the club . Maybe some of this comes from newer members who are not aware of how we operate or have come from club that operate much differently to ours. Be tactful when your see the wrong thing being done and educate the offending member respectfully. Please do not rely on the committee to police everything. Most of the committee have very busy day jobs and we cannot be at the field every minute of every day. The responsibility for making sure the club operates safely and peacefully is every members job not just the committees.

Anyway enough of all that. I for one am looking towards a great year in 2009 and look forward to more regular flying outings than I have had the last couple of years. So watch out, the Mug of the Month column may be back more regularly as I will be down there more often. I just might catch you out.

*That's all Talks*

*Ps : Why I have I just traded my car in on a 4WD ? Check out Mug of the Month and the website. By the way I really have traded it for a 4X4.*

## Next Meeting

At the Field

**Sunday February 1st**

BBQ lunch followed by our first club meeting for 2009.

Remember these meetings are for your benefit and they are agood opportunity for your to comment on issues that committee may not be aware of or propose new ideas for club projects etc.

We look forward to seeing you all on the 1<sup>st</sup> of Feb.





## “Presidents Ponderings”

Alan Coleman

Let me start the first report of the year by wishing every member and his family a very happy, healthy, and (hopefully, at least financially stable) New Year! Things are getting tough,

and may get even tougher. We learned late last year that we were now involved in a Global Financial Crisis, (GFC) apparently triggered by the stupidity of many of the American lending organisations and the greed of the international banking fraternity, who queued up to lend money to people who could not possibly repay it. It seems that this has set off a kind of domino effect, in which credit has been restricted, and business has ground to a halt all over the world.

We found that almost overnight, just about everything was devalued. The share market dissolved; superannuation funds slumped, and petrol cost twice what it used to. However, we must not forget that the fundamentals of life, (the three F's) Family, Friends and Flying can never be devalued. An economist friend of mine says that we in Australia should weather the storm better than many other countries. Let's hope that he is right. I refuse to get downhearted.

The period over Christmas and the New Year has been eventful. There has been a lot of flying at the field, despite some rather windy weather and we have had at least two low level simulated landings by full sized aircraft; I witnessed one of them myself. I estimated that he was at about 600-700 feet, but some others with me thought much lower. We read the registration number and have passed it on to CASA. It is unclear at this stage as to whether he was illegal or not. We intend to be rather circumspect in our dealings with CASA for the present; they have indicated that they would like to meet with us at some stage, to discuss our flying ceiling at Burley Field.

Recent weather has not been kind to us; we seem to have had a lot of windy days. However, it looks like summer has finally arrived, and we can settle down at last to fly our Christmas presents. So let us look towards the good things of 2009, and enjoy the warmer weather, and the company of friends.

Happy landings and Happy New Year!

## Secretary's Report

*General meeting held Saturday 6<sup>th</sup> December 2008 at the "Burley Field Wenn Road Cardinia*  
Meeting opened at 1305hrs

**Apologies:** R Till, B Law, P Harris, N Parker

**Minutes of the previous meeting be accepted:**  
Moved M Norton, Seconded F Webb, Carried

**Business arising from previous minutes:** Nil

**Secretary:** An E-mail from N.S.W. re: sale of goods from the estate of a deceased modeller contact number on notice board

**Club Captain:** Building up a team for next years VMAA Trophy

**Editor:** A vote of thanks to all members for their input to the news letter

**Safety:** Still some models being refuelled in the "Hay shed" this practice must cease. Still some members are leaving their TX keys in the board, it is the Pilots responsibility to Remove the key when you have finished flying

**Web-Master:** 168 e-mail addresses, this is a considerable cut in expenditure for the club  
Weather station updates information every 5 minutes during daylight hours and security is working

**General:** Disabled toilets, still waiting for land permits.  
Vote of thanks from the members to D Jenkins (Web-master) for the installation of the weather station and security of the club and his assistant P Somerville also a vote of thanks to D Walsh (Editor) for the work on the newsletter

New membership cards are proceeding, members will be required to wear them at the field whilst flying.  
December twilight meet:- a spit roast meal will commence at 1900hrs

Moved D Jenkins Seconded A Coleman that the club purchase 4 signs in respect to flying at this club, no badge, no flying 3 to be placed on the flight line and 1 in the radio pound.

Meeting closed at 1340hrs

Meeting was followed by an excellent presentation from the Victorian Scale Aircraft Association (VFSAA)

Next general meeting Sunday 1<sup>st</sup> February 2009 at the "Burley" field 1300hrs a sausage sizzle prior to the meeting.

## What's On at P&DARCS

### January

29<sup>th</sup> Old Timer – Roy Robinson Trophy

### February

1<sup>st</sup> Club meeting at the field

22<sup>nd</sup> Vic State Scale Champs.

Classes:- F4C, & ARF.

No General Flying Allowed

## What's On Elsewhere

The list below is extracted from the VMAA contest calendar

which can be found at the VMAA web site [www.vmaa.com.au](http://www.vmaa.com.au)

Feb	8	Sports Aerobatics (for beginners!)	Rosebud West	NMAA
	8	Scale Rally	Bangholme	SEMAC
	15	Old Timer	Caldermeade	SWAMPS
	15	Display Day	at the Ballan Racecourse	BMMA
	21-22	Pylon Racing: VMPPA Trophy	Warranboon	WMAC
	22	<b>Victorian State Championships: Scale</b>		P&DARCS
		F4C, Large Scale, Stand Off & ARF	Palenham	VFSAA
	22	Leura Fun Fly	at the Camperdown Racecourse	CMAC
	22	Electric Fun-fly 0418 852 516	Camun Downs	PARCS
	28	Display Day	Hastings Foreshore	WPMAC
	28-01	Annual Fun Fly & Swap Meet	Warranboon	WMAC
	28-01	Heli Heatwave	Wagga	WMAC
	28 &	F3A Pattern Aerobatics		

# Facility Managers Report

Paul Somerville

Firstly a Happy new year to one and all.

The end of year ended up with a rather disturbing report, it seems that someone driving a Subaru sedan had left the club house unlocked, power on and water urn boiling away. This could have turned into a major disaster if the club house and surrounding structures had been burnt to the ground.

Fortunately a fellow member Mario Scerri arrived later in the afternoon to discover the above; fortunately we now have had since the middle December 2008 security cameras run 24/7 and have been able to identify the last person to leave on that day. If that member could step forward and own up and explain why he had left the clubs premises in such condition it would be greatly appreciated.

This is a timely reminder to everyone that's is your responsibility to turn the urn off, power off and lock up the club house ,also check that the tractor shed is also locked at the end of the day.

Now that the warmer months are with us I recommend that you do not fly on total fire ban days. We do not need wild grass fires started as you will be held responsible for any fires started, another reminder about the cameras we can track down persons if such an event takes place. So take care out there and enjoy your selves.

I am disappointed about some members attitude towards club equipment . The hay shed (the structure along side the club house) has major oil stains on the floor, we have just spent \$7000 on paving the hay shed and surrounding paths , if I find out who has been fuelling models in the hay shed watch out as I will handing out invoices for repairs to the floor. perhaps this will get the point across that we will not tolerate such stupidity .

Our newer member and possibly some of our older members may not realise that the Hay shed area was never intended to be a pit area it is a "function Area" and undercover Shelter for those unpredictable stormy days . It is also one of the designated battery charging areas.

**THE HAY SHED IS NOT PART OF THE PIT AREA; IT IS ONLY TO BE USED TO RECHARGE BATTERIES.**

The pit area commences from the shade huts that have been graciously provided by the club, so please use the pit area provided. So please be proud of the club and all the facility we have worked so hard for, we are in the position that many surrounding clubs are envious of what we have.

Paul Somerville Proud club member

## FOUND

*Pocket Glow Driver  
Blue and Chrome with the words Max Power on the body*

*Would the owner contact Wal for it's return .  
Tel 9700 6166*



# Registrars Ravings

Rob Till

## Membership List

The Membership List was published in November 2008.

## New Members

Please welcome the following new members:

**Stuart Crilly**, Rowville – new Provisional member  
**Richard Fazzani**, Shady Creek – new Provisional member  
**Adam Gray**, Chadstone – new Full member  
**Blake Gray**, Chadstone – new Junior member  
**Mark Gray**, Rowville - new Full member  
**Christopher Kurdian**, Boronia – new Full member  
**Daniel Malcman**, Vermont South – new Full member  
**Nathan McCartin**, Hampton Park – new Provisional member  
**Greg Mclean**, Drouin – new Provisional member  
**Bruce Neil**, Officer – new Provisional member  
**Dale Worthington**, Narre Warren South – new Provisional member

Membership cards for new members are gold coloured to assist other members to recognise them and help them settle down in the club. We hope that you will enjoy flying with us.

**The Club Caps have arrived !!** I have distributed all those I have noted – if I owe you one and you have not received it then please call or email me.

## State Scale Champs :

Feb 22<sup>nd</sup>

Pay attention all of you budding scale champions as your opportunity for glory is not far away. If you came to our last club meeting you would have seen and heard the Scale guys show and tell where they spoke about scale competition and demonstrated some of the maneuvers involved.



On the 22<sup>nd</sup> February we will be Hosting the Victorian State Scale Championships at our field. There will be a number of categories contested one of them being ARF. The ARF class is a very simple event and everyone who is solo will easily be able to compete. No complicated maneuvers required just a bit of smooth flying will get you through and all you need to fly in the event is a scale ARF model. So why not give it a go. The other event being flown is F4C which is the top international scale category.

Even if you are not brave enough to fly why not come along and have a look. **There will be no general flying on this day .**

The event will be run by the VFSAA (Victorian Flying Scale Aircraft Association). If you want to see how the judged maneuvers should be flown or want to know more about them check out their website. <http://vfsaa.cjb.net/>

The VFSAA run regular Fly ins each month and regular comps as well so check it out on the VMAA Calendar and go along . They are a lot of fun and you get to fly from other club sites, meet lots of other modelers and see some great models. Variety is the spice of life you should give it a try

Finally, As I mentioned above , No General Flying on the day which is **Sunday 22<sup>nd</sup> February 2009**

# Summer Action



Photo of Stearman taken by Wal Schubach at the Hamilton Fly In. 215 cc five cylinder radial swings a 32 x 10 or 34 x 12 prop. This is a Big Model



The Editor "stuck" for words

# Mug of the Month

I was a little easy on everyone towards the end of last year. Work was pretty intense so my creative juices just weren't flowing enough to "embellish" the stories adequately for publication.

Now in the past I have managed to avoid writing about my self in this column and hopefully will continue with that rule . However, it seems that I have now lost a bit of editorial control as the committee has gone behind my back and published rumors regarding a driving incident that I was involved in recently. Allegedly, whilst reversing out of our registrars driveway, I was concentrating so hard on not dropping the front wheels of my car into a deep drain that I forgot to check the rear of my car and consequently fell into the drain on the other side of the road. In my defence it was extremely dark and it is a narrow road.

Now I sat in the car for a while debating with myself whether I should go back inside and admit my error to the committee. Unfortunately Harkaway is in the middle of no-where so I had no choice. As I wandered down the driveway I could see the committee standing in the middle of the lounge room. They were all on tippy toe and reminded me of a pack of Meercats on lookout. As expected my arrival was greeted with a cheer and laughter. The Meercats all joined me in the driveway. Then, like a bunch of Japanese tourists, out came their Cameras. The webmaster was so excited that he ran towards my car and fell head first down the ditch that I had originally been avoiding with my car. Damn !! Why didn't I have my camera with me.



Anyway you can see the photos on the web site.

Now prior to this we had been sitting around having a nice BBQ and I heard a tale or two from the Full Size Gliding adventures of Messers Till and Harris. It seems that Mr Till had more landings than he did take offs. I thought that it was just the modelers that landed three or four times in the one landing attempt apparently not though as Rob managed many four bounce landings.

The most Muggable tale though belongs to Peter Harris who being the helpful chap that he is, had volunteered to drive the tractor around to retrieve a few Gliders. For some reason Peter hopped out of the drivers seat for a moment but didn't pull it out of gear, Peter was last sighted running across the Runway after the Tractor.

Now this is actually my favourite incident so I have left it to the end.

Late last year I was down at the field chatting to Alan Foley. Andrew Smallridge and I had already suckered him into attempting to take his foamy off from the new concrete start up pad. This ended up as we expected with his model hitting the Rain gauge. If you point out to someone that they should watch out for an obstacle then Murphy's law dictates that they will head straight for it. And he did.

A little later Alan was flying his Skyflex. For those of you who don't know this model it is basically a hang glider style of model and up and down is controlled by motor power and the only other control tilts the wing for turning. This is a very sedate and easy model to fly. In fact Alan was explaining to me that this model was actual "Sh\*! easy to fly . He demonstrated by trimming it and letting go of the controls. As it was drifting around by itself we chatted about models and world issues for a while when suddenly after a few minutes Alan looked down to see his Transmitter which was just dangling around his neck by the strap and suddenly realizes that he might have a model in the air that he has forgotten about.

"Did I land ? !!"

"Am I still Flying..... Where's the model !!"

Al then looked towards his pit area to see if his model was there. It wasn't so he then diagnosed that it must still be flying somewhere. By this stage I was starting the snigger a bit but though that I had better have a look around as well to see where the model might be.



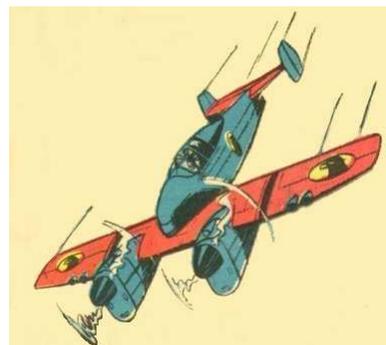
Then from the left of us Andrew Mysliborski yells " Its Vay down wind , down to the north. "

Now this model doesn't penetrate that well but eventually Alan managed to get it back to the runway. Of course by this stage I was in my car writing up the story for this column . You had to be there for this one though the look on Alans face was priceless I would swear the for a brief moment Alan couldn't remember if he was flying a model or not. I could see the brain ticking over there was the occasion win 32 error popping up and program not responding message but eventually the brain said Al I think that you were actually flying something so you had better start looking for it.

# Ugh!

Some of the ugliest aircraft ever made! by Richard ( Dick ) Ryland

## Grumman XF5F-1 Skyrocket



Just for a change of pace this year we will have a look at some of the most *ugly* aircraft ever made! Aircraft are so closely associated with beauty and grace that it really is remarkable how many ghastly looking ones were actually built and flown. Some were downright appalling while others, while definitely ugly, had an appealing ugliness about them. This month's victim is chosen from the latter group.

A Brand new series this year by Richard Ryland. Richard ran out of beautiful aircraft after last years series so has now reverted to the Ugly ones

Of course Beauty is in the eye of the beholder so please don't be offended if Dick covers your favourite aircraft in this series

American naval aviation was positively archaic as WW11 approached so the navy called for new designs as a matter of urgency. Grumman developed the XF5F-1 to meet this urgent need. It was in fact not a particularly bad aircraft and reportedly flew quite well. Contra-rotating propellers was an advanced feature which would have greatly simplified the task of the naval pilot who otherwise on takeoff would have been wrestling the huge torque effects of two engines and props rotating in the same direction.

The outstanding feature of this design however was that the front of the nose was behind, yes *behind*, the leading edge of the wing! What on Earth they were thinking about when they decided to go ahead with that feature? I am not too keen on planes which push their tails along ahead of them but what about a plane which pushes its whole wing along in front of it!!! Strange, very strange.

After early test flights some changes were made and one of those, of course, was to move the nose forward of the wing but it was still not a good looker. The plane is quite a popular model subject in the USA perhaps due to the fact that it featured in a very popular comic throughout, and after, the war. Development of the real plane was terminated early on though so that the company could concentrate on their other twin-engined shipboard project, the F7F Tigercat, one of the most *gorgeous* aircraft ever to take to the skies. Good move Grumman!



# The P&DARCS

## Monty Tyrrell Scale Rally 2009



**Sunday 22nd March 2009**

The P&DARCS would like to invite all scale modelers, and would be scale modellers, to the 2009 Monty Tyrrell Scale Rally. The event will be held on Sunday the 22nd March 2009

This event was started as a way to encourage the building and flying of scale models, and with the sad passing of Monty, the event was renamed in his honor. This event is run as a rally, so that competitors can fly their aircraft in a relaxed manner, have a great day out, and perhaps even win a prize !

### **GENERAL RULES**

1. Aircraft must be a replica of a full sized aircraft. 3 views are not required unless the aircraft is of a unknown origin
2. Minimum flights required to be deemed eligible for trophies is 3
3. All pilots must have helper/caller. ( This is for safety and is mandatory)
4. Aircraft will be judged on realism in takeoff, flying and landing.
5. A holding bay will be used, when one aircraft lands, another will be permitted to take off, providing it is safe to do so. Maximum number of Aircraft permitted in the air at the one time is 6
6. No hovering permitted, by any aircraft! No exceptions ! aircraft to fly in normal flight patterns

### **PRIZES**

The categories that will be contested are as follows :-

#### **SCRATCH BUILT AIRCRAFT.**

Any aircraft the has been built from plans, or has been built from a kit. This will be scrutinized by the judges !

#### **ARF AIRCRAFT.**

This category is opened to the almost ready to fly models.

Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place for both these categories, as well as a raffle being run for the entrants and helpers. The prizes will be a bottles of wine, with 12 to give away 6 for the helpers and 6 for the contestants

There will be a pilots choice trophy to be awarded, voted on by the pilots, to the aircraft that they believe that promotes, the true spirit of the building or the flying of scale aircraft, as monty believed in. this will be the winner of the monty tyrrell trophy.

### **Notes:-**

**Pre Entry** Pre-enrolment is encouraged as it gives us an idea of numbers, but please send no money, just pay on the day

**Entry Form** The Entry form is available on the website and can be completed and submitted on-line

**Entry Fee** \$5.00 for each aircraft, Payable On The Day !

**QUESTIONS ?** E-MAIL: [monty@pdarcs.com.au](mailto:monty@pdarcs.com.au).

More info at [www.pdarcs.com.au](http://www.pdarcs.com.au)

**Looking forward to seeing you there.**

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