

# The News

July 2009



PDARCS

## Next club meeting

Wednesday 1<sup>st</sup> July 8pm Start

Dingley Community Hall

Marcus Road Dingley Village

## Mark Collins' Latest Model

A Beech 18 Powered by a ...err Motor.

Very Big Very Orange and Very Nice

Can you tell I forgot all the other details ?



## BURLEY FIELD

Wenn Road Cardinia

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

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## In This issue:

- Committee Reports
- For Sale
- Rules to Remember
- Ugly
- Omaka

## Editor's Bit



Short Newsletter this month I'm afraid. The day job is just a tad on the extremely busy side and as it pays a little bit better than this one, it is getting priority.

Over the weekend. I was sifting through some of my early efforts at P&DARCS newsletters. I was also looking at the newsletter I did before this one, at my old club, in a search of article ideas. Some good articles back then but really not all that relevant anymore. The main reason being that 90% of them were how to build, cover, finish paint etc. On my last visit to the field I didn't actually see any models that were built, painted or had to be covered by the modeller before flying. Interesting how things have changed in only a relatively short period of 10 years. In fact, probably more so over the last 5 years.

Back then electric flyer enjoyed not much better than an extended glide with his models and there would be lucky to be two or three guys in the club dabbling with these lightly built yet overweight models. The chopper flyers mostly did little more than hover for the entire flight and a hot shot pilot was the guy who could do the lowest pass and maybe a four point roll or two. What a difference a decade can make.

Interestingly, I came across a column I used to write in my previous clubs newsletter called Dumb and Dumber. Obviously an early predecessor to my Mug of the Month column. But guess what? The most prolific entrant in the Dumb and Dumber column was a guy called Don Klein. I guess some things just don't change after all,

Anyway, as I said a short newsletter is all I can offer as I am very time poor this month. But next month, Mug of the Month will be back as three members have unwittingly already dobbed themselves in and no doubt more will before the next deadline. I will also have an article of the latest RC exploits of V8 Supercar driver Rick Kelly. So see you all next month.

*That's all Folks*



## Next Meeting

Dingley Community Hall, Marcus Road Dingley

**Wednesday 1<sup>st</sup> July 2009 - 8 pm start**

### Guest Speaker:

Dave Pratley, of Hyperion

Dave will be presenting a shot talk on his recent Nationals success and displaying his Australian Nationals winning glider.

As usual Supper and the usual B.S. session will follow. See you all there.

## "Presidents Ponderings"

Alan Coleman



What a good day we had for the O.S. Day last month! Although the weather wasn't the kindest, it did not daunt the many who attended, and who flew their models. We had glow-plug engines, helicopters, and even a short spell of control line flying, all using O.S engines. Mike and Tony Farnan and their team kept things running smoothly, with the assistance of a team of P&DARCS helpers. Bill Hawkes and Keith Young did their usual excellent job of controlling the issue of transmitters from the pound, while Paul Somerville and assistants maintained order on the flight line. The Cardinia School committee did a first rate job of catering for the many attendees, with a wide selection of hot goodies.

With the input of the Model Engines team, we had a total of 87 pilots and 130 models active on the day. Thanks to the many P&DARCS members who helped to make the day a success and also to the Model Engines team for a well organised and interesting day.

On another subject, it has been noted that at least two members have been seen flying while not displaying their membership badges, and I am lead to believe that there may be more. Please remember that the "No Badge- No flying" rule was made to protect the interests of the club. Don't embarrass yourself or a fellow member by breaching the rule. It doesn't take much trouble to remember to affix your membership badge before you take your model to the flight line.

Finally, don't forget the Model Engines night on Wednesday, July 15<sup>th</sup>. Model Engines have invited our club and Greensborough Club to an evening to look over the present contents of their warehouse. We will provide Hot Dogs for supper, and Greensborough will take care of coffee and biscuits to follow up. It should be an excellent opportunity to meet some fellow air modellers and to see some exciting new models and accessories.

See you there, Fly safely, happy landings.

## Secretary's Report

**General meeting held 3<sup>rd</sup> June 2009 at Marcus Rd. Dingley**

Meeting opened at 2007hrs.

**Apologies:** P Harrison, J&J Gouge

**Minutes of the previous be accepted:**

Moved R Till, Seconded M Norton Carried

**Business arising from previous minutes:** Nil

**President:** Nil to report

**V-President:** Nil to report

**Secretary:** Wednesday 15<sup>th</sup> July 2000hrs at the warehouse of Model Engines 158 Browns Rd. Noble Park. Fantastic items can be purchased on the night, these items have been samples and are in excellent condition, they include planes, boats, helicopters, cars and some engines, this will be possibly a one off buying night, come along and meet fellow modellers from the Greensborough club, it will be a good night for all.

**Registrar:** 214 members. Membership renewal forms to be out shortly. Please ensure your personal details are correct on the forms and included qualifications, the MAAA fees have increased to \$104

**Treasurer:** Moved P Harris " The full membership fees be increased to \$193 (increase of \$3) Seconded J Tortorella Carried.

**Editor:** By putting the newsletter on the Web-site and E- Mail it has saved the club in printing and postage approximately \$2,000 per year.

Keep the articles and topics of interest coming.

**Maintenance:** New sprinkler head installed for testing it retracts flat.

**Web-Master:** Cameras should be operating within the next few weeks. Forward any E-Mail addresses to the Web-Master.

**General:** The club now has the permit to erect the new toilet

A lengthy debate on the attachment of a front bucket for the Kubota by members.

Motion: That the club upgrade the Kubota by purchasing a 4:1 bucket and loader with quick release and constant level, and have it professionally installed. Carried

Do not forget Wednesday 15<sup>th</sup> July at Model Engines for a good night out.

Next general meeting Wednesday 1<sup>st</sup> July 2009 at Marcus Rd. Dingley 2000hrs

Mike Farnan of Model Engines has invited P&DARCS members along with the Greensborough club to attend an evening at their warehouse unit 1/158 Browns Rd. Noble Park on Wednesday 15<sup>th</sup> July 2009 at 2000hrs. Come along and see the latest of modelling gear, this will be a good evening not to be missed.

## What's On at P&DARCS

### July

1<sup>st</sup> **Wednesday Club Meeting** at Dingley Community Hall, 8pm start  
Guest Speaker

15<sup>th</sup> **Model Engines Night** Browns Road Noble Park 8pm start

### August

5<sup>th</sup> **Club Meeting and AGM**

## 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)

July	4-5	Pylon Racing: QM, F400, Q500, FA1	Bendigo	BRCAC
	5	Sports Aerobatics (for beginners!)	Denmot	MARCS
	12	VRSAA Scale Rally	Bacchus Marsh	BMMAA
	26	VRSAA Sportscale & ARF Scale	State Field	NFG
Aug	1-2	ESAA Pattern Aerobatics	Cobram	MIMAC
	9	VRSAA Scale Rally	Corrum	PARCS
	23	Large Scale Pylon Racing ("Golden Era")		
		Including Texas Racing	Bendigo	BRAC
	29-30	VRSAA Sportscale / Scale Rally	Albury	TCMAC
	29-30	Annual Fly-in	Camping, Night Flying... Robinvale, near Mildura	R&DAC

## Facility manager's report

Paul Somerville

I'm still getting reports of members still refuelling in the hayshed, what is going to take to get through to all members that the hayshed is strictly forbidden to be used for such purposes.

By the end of this month we should have two new attachments fitted to the Kubota tractor, the first attachment is a front end loader and the second attachment is the replacement mower deck. Training will be provided to the relevant personal to operate the new equipment.

I must thank Daniel Jenkins for providing the ground work in researching all of the equipment that will be mounted on the Kubota.

I would like to see if someone would like to take over my position on the committee, all that's required is that you have no time to spare, don't want to do much flying ,cop abuse ,people whinging in your ear hole about things that have been or been not done. Hey presto you're a committee member.

Till next month happy landings

## Registrar

Your 2009 /2010 renewal should now have arrived in your letterbox. Please check your details carefully and let me know of any inaccuracies. Now that we are emailing the newsletter it is also very important that you keep us up to date with your current email address so don't forget t update that as well

**Remember** if you haven't renewed your membership by the .... Then you have no insurance and cannot fly.

## For Sale

### 1. Tom Prosser Rubber Engine Mount \$40 ONO

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**Contact: Laurie 0417595265**

## Rules you may have forgotten.

Of late there seems to have been a growing disregard for some of our basic club rules . These are not necessarily flying rules but just basic ground rules. This could be due to the influx over the last few years of new members not familiar with the guidelines we have introduced as we modernised and improved club facilities. So for the benefit of all I will run through some of them. Please note that these rules were not put in place by order of any of the recent committees but by a vote of the general membership concerned for the best interests of the club and it facilities.

- No model shall be taken into the club house for any reason
- No refuelling or starting of models in the Hay shed
- No driving vehicles into the pits area, into the hay shed or onto the runways
- No IC motors to be started before 8am weekdays and Saturday or 9am Sundays
- If you are flying on 2.4ghz you must still use the keyboard provided for 2.4ghz
- If flying on side runways your flight line shall under no circumstances cross over the Active runway line of flight.

## Dayton-Wright RB-1 Racer

This aircraft flew only seventeen years after the very first flight ever. Indeed Orville Wright was connected to this company hence his name in its title. For its time it had some remarkably advanced features. In 1920 monoplanes were still rare. The construction method utilising balsa, glued cloth strips and plywood sheets resulted in a particularly strong, smooth and streamlined surface however the totally blunt nose adopting the shape of the radiator for the 250hp Hall-Scott racing engine must have acted as a giant air brake. The strength of the aircraft's wings is shown in this photograph of the wings undergoing a force of 12 g's (twelve guys!). The monocoque fuselage was still not in common use and the aircraft on its arrival in France for the 1920 Gordon Bennett Cup air race must have made the other entrants look positively outdated....but beautiful in comparison!



The aircraft had a variable camber wing in that the leading edge could be drooped in conjunction with the trailing edge flaps for slow flight. This was automatically done as the undercarriage was lowered for landing. *Undercarriage lowered?* I hear you ask. Yes, this was one of the very first aircraft to have a reliable method of raising and lowering the undercarriage. Not only that but to combine that action with variable camber wing was not often seen again until the F-16 etc!

Unfortunately it had all the visual finesse of a small beached whale. Indeed so bloated was the short fuselage that the small tail had difficulty controlling a tendency to wander from side to side in flight. Prior to the race small endplates were attached to the tail planes but the problem persisted. One innovation employed on the R-B 1 Racer was thankfully rarely seen again and that was the enclosing of the pilot completely within the fuselage to reduce drag and allowing him only two side windows to see out of. The best known example of this design feature is of course on Lindberg's later Spirit of St Louis Atlantic crossing aircraft.

It pulled out of the Gordon Bennett Cup race with a control cable problem and never raced again



but it is preserved in a museum in the U.S.A. It is remembered though for its extraordinary number of innovations many of which became standard on later aircraft and also unfortunately for its blunt nose, bloated fuselage, lack of a windscreen and, to my mind anyway, aircraft powered directly from the crankcase coming out of the bottom of the fuselage will always look 'not quite right'.

# CLASSIC FIGHTERS SPECTACULAR

by Wal Schubach

It all started when our travel agent sent us a brochure showing six Fokker Triplanes flying in echelon stepped formation

The brochure covered a two week tour of New Zealand and the highlight being a gold pass to Omaka Classic Fighter Spectacular air show at Easter. Omaka is an airport about five kilometers from Blenheim on the south island .

Omaka Classic Air show and Wings Over Wanaka take turns in running their air shows. One one year and one the following year. Omaka concentrates on the First World War and Wanaka on WW11

Peter Jackson who was the director of Lord of the Rings is a World War One buff and a private collector of memorabilia and helped finance a 3000 square meters museum on first World War aircraft . All exhibits are full size and depicted in dioramas. It is one of the worlds largest private collections of WW1 aircraft and memorabilia brought to life by the master of cinematic spectacular

We arrived early at the flying field on Friday before all the safety fences were completed and we were able to wander in among the aircraft and able to do a close inspection and take close up photos.

Besides the aircraft there were a large contingent of people dressed in military uniforms British and German. Also a Scottish pipe band. Over the weekend they carried out war maneuvers and were equipped with field cannons, anti-aircraft guns, tanks, armored cars, jeeps , cavalry, ambulances and nurses. They put up a good battle display co-ordinated with the aircraft



An excellent flying display was put on Saturday and Sunday ,mock battles, lots of bomb noise and fire works

There would have been some where between fifty or sixty or more aircraft in the weekend display and to name a few are:-

Fokker Triplanes, Sopwith Pup, Camel, Fokker D V11, Avro 504 k (original been refurbished like new) the ubiquitous Tiger Moth, Chipmunks, Yak 52 , FE2 .P40s, DC3, Spitfire, Iroquois helicopters, Bristol freighters, 51 Mustang , Australian Army Caribou , Me108 , RNZAF aerobatic team flying CT-4E s, Dash 8, Corsair, Fox Moth, Dragon Rapide , Spitfire , Stuka , Nanchangs , Piper Cub and Pacer, Original RE8 .

The BE2 is original and is nearly 100 years old . Also two of the Fokker Triplanes were made for the Blue Max movie . The air force parachute team put on a good display both days .All rotary engines had to be hand propped as there was no self starters .

Our holiday was called a 14 day Classic Spectacular Tour and we started in Auckland and flew home from Christ church . Grand Pacific tours were the operators and the tour was excellent value as we were nicely entertained every day and would recommend the tour to anyone interested in aircraft.



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Sausage Sizzle  
1<sup>st</sup> Saturday of every month

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