

# The News

August 2009



## Next club meeting & AGM

Wednesday 5<sup>th</sup> August 8pm Start  
Dingley Community Hall  
Marcus Road Dingley Village

## Model Engines Night.

If you didn't roll up to the Model Engines warehouse you missed out on a great evening. Mike & Tony Farnan and their crew showed us and the Greensborough club all of the latest and soon to be released products. It all looks very exciting. I want one of everything but the budget just won't stretch that far ☹

PDARCS



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## In This issue:

- Committee Reports
- What can I fly
- Ugly
- Jet Car

## Editor's Bit



Unfortunately Guys the Day job has been even busier this last couple of weeks so once again I will have to make excuses for a shorter newsletter.

Should I get elected again the same will happen next year, so I'll be upfront with you. My working year starts off with normal 8 or 9 hour days but in the months of June, July and sometime August 12 -13 hours or more are the norm. This then slowly tapers down again to maybe 8-10 hour days depending on how well business is going. So this time of year the brain is just too scrambled to put a long newsletter together.

You may be interested to know why I usually do 8 pages when busy and 12 pages when I have more spare time. Why not do 9 or 10 pages ?

Well, if everyone received the newsletter by email it wouldn't really matter. But, because some of you like the paper version it all comes down to printing. The printer uses A3 which fits two A4 pages of newsletter each side so I do the newsletter in multiples of 4... simple. However, if I go over 12 pages then is a bit too hard to fold to DL letter size for mailing so I settled on 12 pages as being the ideal size for me. Last month though the printer though she would do me a flavour to improve the look and print it on thicker paper, looks nice but it was a bugger to fold. Won't be doing that again.

In months like these I am extremely grateful to the regular contributors. In particular, Dick Ryland with his "Ugly" series. It is much easier for me to make a page look pretty than to come up with the content of the actual page. I have also cheated this month and included a page from a recent Model Engines newsletter on V8 supercar driver, Rick Kelly's attempt at a RC model land speed record.

If you would like to receive the Model Engines newsletter go to their website and register. [www.modelengines.com.au](http://www.modelengines.com.au).

Finally I did get a little time to put finger to keyboard and have put together a guide to Heavy , Giant and Turbine certification so please take the time to read that one.

I do have a few other articles and ideas sent to me by members and I thank them for that but they wouldn't fit into my 8 or 12 pages rule this month so I will present them next month, when hopefully, I will be back to more acceptable working hours and a longer newsletter.

*That's all Folks*

## Next Meeting

Dingley Community Hall, Marcus Road Dingley

Wednesday 5<sup>th</sup> August - 8 pm start

## P&DARCS AGM

It is very important that's as many members as possible attend the AGM. It is your opportunity to have your say on who you want to run your club.

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



## Secretary's Report



### "Presidents Ponderings"

Alan Coleman

Members will be aware that former member Dale Worthington resigned his membership of the club at the April general meeting, in protest at what he perceived to be discrimination within the club against helicopter fliers. Dale was a well respected member with special expertise in

helicopters, and his resignation has been the cause of some concern between some members of the club.

Several written communications and telephone calls since then have done nothing to resolve the situation, and a recent series of events at the field led to a situation where legal action was being contemplated by both sides. Dale telephoned me, concerned that the matter was getting out of hand, and asked for a face to face meeting in an endeavour to resolve the matter.

I met with Dale on Tuesday, July 14<sup>th</sup> and after an amicable discussion, the following points were agreed.

1. The committee and members of the club do not and will not tolerate discrimination in any shape or form.
2. The committee acknowledges that some events which occurred at the field following the April meeting may be construed as being offensive. The committee regrets such events, and will take appropriate action to ensure that they do not occur again.
3. Dale states that at no time he had any intention to ignite the current debate. He believes that subsequent problems have been exacerbated by interaction between some members as a result of misinformation and speculation.
4. Dale acknowledges that the committee has not made any written or spoken statements which were critical of him.
5. The committee understands and has acknowledged the reasons for Dale's resignation from the club and notes that he will be welcome as a visitor should he choose to do so in the future.

The matter is now closed.

About thirty plus of our members had a most interesting evening on Wednesday, July 15<sup>th</sup>, as guests of Model Engines at their premises in Brown's Rd Noble Park. Both our club and the Greensborough club had been invited for a "Show and Tell" session, conducted by Tony and Mike Farnan and their team. Total attendance was about sixty people, and all were enthralled by the display of new models and accessories. There is no doubt that our hobby is being enhanced and extended by new technology, at an ever increasing rate.

We saw scale warbirds, ducted fan models and gliders with new technology coverings, together with helicopters, and a 13kg jet turbine from Germany, to mention just a few. A fascinating range of tools was on display, and some beautiful wooden propellers, machined from German Beech timber.

Our thanks to Tony and Mike Farnan and their team, for their hospitality, and for their continued contribution to our wonderful hobby. Special thanks to Frank McPherson, of P&DARCS, who cooked hot dogs for more than sixty people, and cleaned up afterwards, and to the Greensborough club, who provided coffee and biscuits

This is the final issue of my monthly waffle; I do not intend to stand for President again. It has been a privilege to serve as President of this great club for the last two years. I have enjoyed support and guidance from a committee of dedicated individuals. I pass my best wishes to the incoming President

Happy Landings to you all.

General meeting held 1<sup>st</sup> July 2009 at Marcus Rd. Dingley Meeting opened at 2010hrs

Apologies: I Robinson

Guests: Peter McKenzie, James Millward, Dave Prattley from Hyperion

Minutes from the previous meeting be accepted: Moved D Jenkins Seconded P Somerville Carried

Business arising from previous minutes: Nil

President: Spoke on the current problems within the club, concerning club rules and the constitution.

Secretary: It was brought to the committees attention that a heavy model was flown without an inspector present, if the person/s on the particular day had the inquired fully they would have been informed that there was an inspector present from another club and the flying of the large model was legal, this is a case of not getting the facts correct before making accusations, which only leads to dissatisfaction amongst members which could have been avoided if the time had been taken to obtain the correct information.

On the lighter side I wish to thank all members for their support during the last year, I would like again to stand for Secretary of this great club as I do enjoy doing the work that is required of this position.

Registrar: 90 renewals at this date, more are expected within the next few weeks, if you have paid your membership fees you are covered. New cards should be out shortly.

Safety: NO models of any description to be in the club house at any time.

Web-Master: Computer that operates the weather station is not working, and has been taken in for warranty repair work. All web cams are operational.

General: At the Model Engines night P&DARCS will supply the sausages and bread and Greensborough club the tea coffee and biscuits. An order has been placed for the tractor fittings. Moved by P Harris, "the club make provisions for a junior member to be invited onto the committee in the position of Junior Captain" Seconded by F Barabasz Carried.

F Barabasz questioned the committee regarding the acceptance of a resignation. He felt that it was not in line with the constitution. The president pointed out that the the member in question advised the president personally that he resigned from the club and also announced his resignation on a public forum which would constitute being in writing

Meeting closed at 2100hrs.

Next general meeting Wednesday 5th August 2009 which is the A.G.M at Marcus Road Dingley 2000hrs

The evening closed with a talk from Dave Prattley on his gliding achievements and some new electrical components.

## Registrars Ravings

Rob Till



### Membership List

The Membership List was published in November 2008.

### Renewals

Membership Renewals were distributed in June and over half of members have returned their forms. Membership Cards have been produced

and are **GREEN** for 2009/10.

### New Members

The following membership applications have been made. Names are published in accordance with section 7 of the Club Constitution. These applications will be considered by the Committee at the meeting on 26 August and any objections to membership are to be submitted in writing to the Secretary at least 2 days prior to the committee.

**Dave Carkeek**, Frankston –Provisional member  
**Dalton Friend**, Narre Warren South, Student member  
**David Law**, Warrandyte – Full member  
**James Millward**, Narre Warren South –Provisional member  
**Michael Pascuzzi**, Mulgrave –Provisional member  
**Christopher Warren**, Cranbourne –Full member  
**Jim Wickham**, Moorooduc – rejoined Full member

**New Member Orientation Sessions** will be held at 10:30 am on Saturday 8 August and 2:30 pm on Sunday 9 August. New members of the club are required to attend an Orientation session at the field which will be conducted by a member of the committee. This is intended to ensure that you are familiar with our flying rules and that the great safety record of the club is maintained. New Member packs, including your membership card and club cap, are distributed at these sessions.

### Facilities / Safety Managers Final report

Paul Somerville

I will not be standing for any committee positions at our next AGM. Its been interesting times over the past 10 years serving on past and present committees. I seen the club grow and prosper and my past and present committee members also have taught me a great deal as well in which I use in every day life.

Its just been over the last few months that I have lost the drive and enthusiasm to continue serve on the present and foreseeable future committees. I also will be backing off from doing the maintenance around the place as well, I just want to sit back and enjoy the fruits of my labour and hopefully watch some others do some work around the place.

So now its up to someone else to step forward and take on a committee position and put in some hard work .

Till later Happy Landings

## Around the Shops

Quite few changes around the traps in the last few months.

**Hawthorn Hobbies** has closed after a very long and successful run. Cliff wanted a well deserved retirement so has closed up the shop for good. Big shame to see a Shop close

Another old Hobby shop Stalwart has called it quits Addie Hampson of **Addies Hobbies** has also decided that he is too old to retail and wants to enjoy the fruits of his labour more. Fortunately, in this case Addie has found a buyer so Addies Hobbies will live on.

Wayne Newman, pictured below is the new Proprietor and says that things will continue as they were . Same great prices and friendly service.

Hmmm, wonder if he will change the name to Waynes World ???



I have also heard rumors that The Hobbyman may be expanding his shop in the next few months.

It is just a rumour I had heard and as I had a bit of space at the bottom of the column hear I thought that I would put it in..... I wont hold him to it.

### Notice of Annual General Meeting of P&DARCS Inc

Wednesday 5th August 2008, 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

Why not give it a go. It can be very rewarding. Be a part of making this great club even greater



# What Can I fly ?



Most of you will know that there are some categories of models in Australia that you cannot just go out and fly without inspection and certification. For those of you who are not sure, here is a refresher.

There are three main categories of models that require certification and until they are certified you are NOT allowed to fly them. If you do you will very likely void your insurance cover.

The three categories are; Heavy Models, Giant Models and Turbine Models. Inspectors have been appointed for all of these categories and you should contact the VMAA secretary or look on the VMAA website for contact details for these inspectors. Our club is fortunate enough to have quite a few of these inspectors as members.

## Heavy Models.

This category includes all models (fixed wing and rotary) that weigh from 7 kilos to 25 kilos. If your model weighs over 7 kilos and you have not had it certified then you had better stop flying it until you do so.

## Giant Models

As the title suggests these models are larger again. Any model (fixed wing or rotary) that weighs more than 25 kilos and less than to 50 kilos fit in this category. If the model is over 50 kilos it cannot be flown in Australia as a model Aircraft.

This category is relatively new and up until a couple of months ago there were no inspectors for this class in Victoria. However the VMAA has recently appointed two inspectors. It is very important in this class to contact the inspector early in your build as it is important that the inspector sees the model through the build process as well as the final flight test.

## Turbine,

All Gas Turbine models (fixed wing or rotary). That's right I said all. No starting weights here if the model is turbine powered then it needs inspection and certification before the model leaves the ground for the first time.

## What happens at inspection ?

Don't be scared, the inspector is a modeler just like you and he understands that you may be a tad nervous. He will check over the model first to satisfy himself that the construction and radio set up are adequate for this type of model. He will then satisfy himself that you can start and operate the model in a safe fashion. Obviously a flight test is an important part of this. But how you start and restrain the model for starting, plus how/if you check that no one is standing in a dangerous position around you whilst you start the model is also taken into consideration.

When you are certified to fly you can be certified for aerobatic or basic flight. If you can't demonstrate that you have the ability to fly the model acrobatically then you won't be certified to do so.

## Who is certified to fly the model ?

Only the person named on the certification certificate to fly the model can fly it. Once the model is certified you can't just let your mate fly it. Anyone who flies the model must be themselves certified to fly that particular model.

## When does it need re inspection ?

The model will need to be re-certified every 3 years or after an accident where it needs repair.

## Who can certify them ?

The MAAA, on recommendation from the VMAA appoints Heavy, Giant and Turbine inspectors. The inspectors can only certify models in the category they have been appointed to inspect. So a heavy model inspector cannot certify a turbine or giant model unless they have also been appointed as an inspector in that category as well. An inspector cannot certify his own model unless they are in a remote area where they are the only inspector and it is not possible to get another to do the certification.

## The important things to remember are:

- If your model is turbine powered or over 7kgs Do Not Fly it until it is certified.
- You cannot test fly prior to getting the model certified
- Only the person/ persons noted on the certification certificate as the pilot can fly the model
- If you fly an uncertified model you may void your insurance protection

# Ugh!

*Some of the ugliest aircraft ever made!*

*Richard ( Dick ) Ryland*

## The Guppies

The Aero Spacelines company bought Boeing B-337 Stratocruiser airliners and rebuilt them with extreme fuselage extensions so that they could carry outsize cargoes by air. They were aiming for a market they had the foresight to anticipate in carrying NASA Saturn moon-rocket sections from the factories where they were made in California to the launching site, Cape Canaveral, in Florida. It was a huge commercial gamble but as the only other viable



alternative for the rockets was an extended sea journey NASA soon accepted the idea particularly after Werner Von Braun was given a flight in the first one!

I am old enough to remember the advent of these leviathans in the early sixties and the publicity which an incredulous press heaped upon them. They appeared utterly ridiculous at first but we soon got used to them and even came to see them as funny, friendly, goliaths of the sky and the nickname Guppy signified the fondness with which they were regarded by the public. Since then



there have been many bigger and better versions built under various names but all are invariably referred to by the public as Guppies.

Naturally many a modeler has seen these as a challenge and many models based on them have been successfully flown particularly as electric and electric ducted-fan models. Yet another VMAA Trophy most unusual model contender?

They were definitely downright cute, not ugly, *except* for the two latest ones! The Beluga (what an apt name!), a modified Airbus to carry wings from England to France and so on has had a lot of work done to make it as aerodynamic as possible but especially around the front it is just awful to look at. Boeing's effort, the Dream Lifter, is absolutely appalling. Needing an aircraft to ferry parts of the radically new 787 airliner to its assembly point they have taken a 747 and just extended the fuselage where necessary resulting in something that looks downright cheap and

nasty, one might even be prompted to say....ugly!



## *Rick Kelly's Scale Model World Land Speed Record Attempt*

Two time Bathurst winning V8 Super Car Driver Rick Kelly has been on a personal quest over the last two years to set a Scale Model World Land Speed Record. The subject Rick chose to build and drive was a radio controlled, twin turbine scale model of the Thrust SSR, the current World Land Speed Record holder at a two run average speed of 1142kph.

Model Engines and Rick Kelly have a strong association with GV producing both the Electric and Nitro 1/10th Scale .HRT Commodore Race Cars bearing Rick Kelly's name as driver.

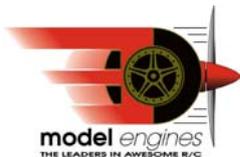


Rick, a keen and talented modeller in his own right, sought the assistance and guidance of Model Engines' technical guru Neil Addicott to help set up the Twin turbines in the car and program the Multiplex Evo 9 transmitter. The receiver used was a Multiplex 7 Channel Synthesised Dual Conversion Receiver, servo's were all Hitec Digital's and suspension parts were mainly sourced from GV.

Rick laid-up the custom built carbon fibre body and chassis himself and built custom aluminium wheels with O-ring tyres that have been tested to 10,000 RPM! Special glue was needed to hold the O-rings on.

Rick's entourage made its first attempt at the record at Holden's proving ground at Lang Lang with brother Todd driving the chase car and Neil Addicott as Pit Crew.

Model Engines (Aust.) Pty. Ltd



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Stability problems due to the aerodynamics of the scaled down Thrust SSR prevented the record being made this time.

The last run of the day resulted in a spectacular crash under the Armco and off the side of the oval track.

Mike Farnan managed to avoid being hit by the car and captured the incident on video which made it onto Channel 10 and Channel 7 News.

The car was not badly damaged, so Rick is busy making modifications to the car to increase its stability and drivability. Potentially Rick's twin turbine jet car is capable of over 300kph. Chasing the car at that speed will be an issue in itself.

***We all look forward to the next attempt and wish Rick Kelly the best of luck!***

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