



THE NEWS DECEMBER 2011



P&DARCS

John Brann's neat Glider, on a perfect sunny day
at P@DARCS, Sat 12th Nov
Top Model Prelude (Czech)
Wingspan 2.5M / weight 1.2Kg / Electric powered

Merry Christmas to all, a Happy Holiday Season and a Safe and Prosperous New Year

Next Club Meeting – Saturday 3rd December

At the Flying Field, 12-30pm start

Peter Harris, our CFO will be giving a demonstration of some of the maneuvers pilots are required to perform to get their Gold Wings, plus some training for you

BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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Furthermore

Editor's Bit

The end of the year is arriving in a hurry, mad preparations for the Christmas season beginning, the calendar filling up with all sorts of social happenings

Time to start dropping a hint about a model airplane goodie that you could use, or even a new model

The Twi-Fly event is a lot of fun, and the dinner, catered by Bill & Joan Reynolds, is always delicious

You don't have to fly a model in the dark, come and watch the other dare - devils twi-fly

Twilight flying is actually very easy, yours truly flies a Boomerang 60, keeping it low and close in, it just lopes around, you really only need to be able to see the horizon

As it gets darker, my pit man illuminates the runway threshold with a 100Watt spotlight, making landing easier

If you want to illuminate a model, you can obtain leds in strips, already made up in groups of 4 leds, or in long lengths in multiples of 4

The strips are self adhesive, and operate from 12 volts, you need a small 12 volt battery, (2x 6V Nicads will do it), some twin flex, a switch, and some duct tape, (to hold the twin flex in place)

The strips are available from Jaycar, and Hobby King, the best colors for visibility are red / green / white, blue is hard to see at a distance
See you there

Wishing you all the best for the festive season

Frank McPherson

Editor



What's On Around the Clubs

Nov
27th O.S Engines Fly – In
Dec
03rd Club Meeting summer series, Flying Field
4th Pattern Aerobatics / F3A Pakenham P&DARCS, **FIELD CLOSED**
14th Annual Twi – Fly, and Social Nite Dinner

From the VMAA Events Calendar

Nov
27th OS Engines Fly-in Pakenham P&DARCS
Dec
3rd Pattern Aerobatics / F3A Caldermeade SWAMPS
4th Pattern Aerobatics / F3A Pakenham P&DARCS
4th VFSAA Scale Rally & mini-comp Rosebud West NMAA
9-11th Jet model weekend Warrnambool WMAC
2012
Feb
24-26th Heli Heatwave. Wagga, NSW
See www.waggamac.org.au WMAC

President's Report

Well , Christmas is nearly upon us and with very little flying under the belt this year I am very much looking forward to chalking up some flying time over the next few months.

I have now set a date for next years Monty Tyrrell Scale Rally so please diarize the 18th March 2012 and bring along any scale model and enjoy a good days flying with the chance of maybe taking home a trophy or prize as well.

We will also run the Boot Sale again so please contact Ivan Chiselett if you would like to sell your wares. Hopefully this year's event will be dry but why not whip up a set of floats just in case.

In searching for a suitable date for this event I discovered that March is a month jam packed full of events in Victoria. For those of you who are interested one of those events is the Tyabb Airshow which will be run on the 4th March 2012. This usually a great little airshow as you can get quite close to the aircraft and action. In the past I know that we have actually put on a static display in one of the hangars so maybe we will be asked to do this again next year.

Coming up this month (14th December) is our annual Twi Fly event . If you haven't been to this event in the past please make sure that your make the effort as it is a great get together whether the weather is good or not We also have a go a night flying so if you fancy that, bung some lights on your model and bring it along.

Remember though if you want to eat you will need to buy a \$5 per person ticket from Daniel (see ad elsewhere in the newsletter) We start of around 5 or 6pm and fly for a while then fill up with food and fly a bit more till dark. It's a great way to end the year and catch up with your flying buddies. Partners are welcome as well of course.

As far as the "wild ideas" for facilities improvements go we are still working on these quite seriously both in how to fund them and the viability of them so watch this space we may have a motion for you to consider and vote on in the new year.

Now it's a pity that I am not the editor anymore or I could tell you about the guy trying to take off his electric p47 while I was flying . I kept hearing the motor rev up a thud and some cursing as the model kept nosing over and flipping. He was persistent thought but then suddenly a strange smell drifted passed.

"FIRE " cried Paul as he ran past with a smoking model. Trash one speedy.

Totally disillusioned with Electric he pulled out his 4 stroke powered PC9 . Started it up... . plonked it on the runway and POP The glow plug flew out of the motor.!!!!

Gotta admit I do miss writing the Mug of the Month column ☺

The field is looking great and summer is here so stop reading this and get down to the field to make the most of our great facilities .

Wishing you all great and safe Christmas and New Year



David Walsh, Pres'

Secretary's Report

General Meeting held 2nd November 2011 at Marcus Road Dingley
Meeting opened at 2012hrs.
Members present 18

Committee in attendance: D Walsh(President) D White(Secretary) P Harris(Treasurer) D Jenkins(Social) F McPherson(Editor) D Glossop(Building) P Somerville(Maintenance)

Apologies: N Morrish(Field), P Langton, S Green

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

Business arising from previous minutes: Nil

President: N Morrish continuing with the drainage of the area.

Weather vane has been collected and will be put in place before the O.S.day.

Twilight fly-in and Bar-B-Q Wednesday 14th December get your booking in early \$5 per person. Club rules to be put in the club house shortly. Members are asked to consider some advertising at the club or sponsorship to generate funds for the club.

Treasurer: No change in finances from last month

Building: The concrete has been poured around the new toilets for the charging station. Tenders will be taken for the erection of the roofing. The roof over the gas bottles needs to be replaced shortly.

Social: O.S. day need volunteers for various duties during the day. Book early for the Christmas Dinner at \$ 5 per person this is to establish the number of members attending and to avoid waste of food and expenditure.

General: The club now has a projector and screen and is in the process of being set up for use of members and guest speakers, it also can be used for DVD's. During the summer months it has been suggested that the general meetings be held at the field on a Wednesday night (daylight saving) as a trial basis 2 meetings may be scheduled for this.

The twilight meeting on December 14th with night flying for those who have the planes for this.

VMAA Trophy next year members are urged to have a think about competing in this event for the club, if interested contact our new Club Captain Kevin Chiselett

Meeting closed at 2045hrs

Next General meeting Saturday 3rd December at the "Burley Field 1300hrs for a sausage sizzle and to bid farewell to our member Giorgio Valcastelli who through business has to return to Italy.

The evening was finalized with a talk by Brian Green of his experiences overseas competitions and some of the problems associated with the judging and flying, also the involvement with the starting up and running of the R.M C magazine

Don White, Secretary

Social Director's Report

OS Engines Day

On the 27th of November we have the annual OS day. By the time you read the newsletter, this may have already occurred, but if not, please put this date aside & come & join in the fun. Have a look at our website www.pdarcs.com.au for more information.

Find out what it takes to get your Gold Wings (fixed wing)

In December we move into the summer series for our club meetings. This means we will have our monthly club meeting at the field on the first weekend of the month on alternate Saturdays & Sundays

The next meeting will be on Saturday December 3rd. We are changing the format for these meetings & after the club meeting is over, Peter Harris, our CFO will be giving a demonstration of some of the maneuvers pilots are required to perform to get their Gold Wings.

At the end of Peter's demonstration we will have 3 instructors on the field & you can get your planes in the air & have them talk you through the do & don't of each maneuver.

So why not come down & find out what it takes to get your Wings.

All members are encouraged to attend the club meeting. It's your club after all.

Then after the meeting you can get some expert advice on how to improve your flying. I will also point out that the committee has now rescinded the rule that there is no flying during club meetings.

The only exception to this rule is large noisy aircraft that disrupt the meeting.

Farewell Giorgio

As many of you, I'm sure would know, Giorgio Valcastelli after many years in Australia is returning to his native Italy. Giorgio has been a familiar face around the club for many years. He was also the winner of the 2009 Monty Tyrell event.

So, we are having a farewell BBQ for Giorgio on the 3rd December, which will take place before the monthly club meeting. So, come along & say goodbye

Daniel Jenkins, Social Director

A New Flyer-in-Training, Thomas Burgdorf



Expressions of interest

We are Looking for P&DARCS members that are interested in going on a holiday / tour of America much the same as Ivan, Andrew & I did earlier this year.

The Trip will take 3 to 4 weeks covering approx 9500 km starting in L.A. California ending Toledo Ohio. Flying back to Chicago then to L.A., Sydney then Melbourne. Note there will be no wives or mobile phones allowed on the trip, how ever there will be an I pad on the trip provided; this will be discussed at a later date as the trip is planned.

This is only for persons that are seriously interested in traveling lightly and cheaply.

We intend to hire a car / van over there and stay in cheap accommodation whilst there, ie: \$35.00 a nite and also eat cheaply. On our last trip we all lost weight over there because we chose to eat cheaply and healthy. Our most expensive meal we had was \$14.00 and the cheapest was \$8.00

This is only in the planning stages so far. Looking for a group of guys 3-6 maximum. All guys must be able to be with one another for a long trip, as we will be living out of each other's pocket for the above time.

Paul Somerville

Webmaster's Report

Just normal maintenance this month, apart from a few power outages there is not much to report.

The Website stats are as follows.

2,153 Visits

880 Unique Visitors

9,119 Page views

Webcams still get the most hits with the West cam getting 1776 and the East Cam getting 1630. I am thinking of investigating an additional two webcams, one under the hay shed and one on the windsock tower or transmitter pound. I will talk to the committee about this and let you know.

Paul Webber, Webmaster

Registrar's Report

Membership List

Current member list has been sent to all members via email, and I believe that the paper version should be attached to this newsletter that gets posted out to members that do not have a email address.

There is also a copy of this list near the phone in the club house.

There will be a most up to date version of the member list on the P&DARCS forum

<http://www.pdarcs.com.au/forum/>

Membership Renewals

Stuart Moss re joined the Club last month so welcome back Stuart.

Remember:- No-one should be flying with last year's BLUE cards.

To date we have 176 members who have rejoined, 21 who are non-financial and 9 have resigned.

New Member Applications

No new member application at time of writing this report

New Member Orientation Sessions

According to my records there is still one new member that needs to have the Orientation session.

Sessions for ALL NEW MEMBERS will be held at as required. New members are required to attend **one** session for a briefing on Club Safety Rules and an introduction to the facilities.

Membership cards and New Member Kits will be distributed at these sessions.

Please give me a call or send an email to arrange a time.

Paul Webber, Registrar

AT THE FLYING FIELD

Alan Foley's Wako Electric



Daryl Cope's Piper Cub



Cub at rest



Alan Holloway's Stuka



Daryl Cope's nice Tiger



Vertical Stuka



Graham Catchpole, (PARCS) Eurofighter
Jetcat 160 / 16Kg thrust / 12Kg all up / kero start



Facilities Manager's Report

No report for December

Safety & Field Manager's Report

We have replaced the windssock with a wind vane and reduced the height of the tower, plus removed the access ladder for safety.

Old one gone



Model Engines supplied the windssock in the past but it normally lasted 3 years maximum and with OH & S constraints, it could only be replaced by a hired boom lift (cherry picker) at \$250 for half day hire

New one going up



We therefore are trialing the wind vane and expect 10 years before replacing. Thank you Paul Somerville and Daniel Jenkins for your help in installing the vane.

Finished



Model Engines have supplied us with a smaller Multiplex windsock so I have made a 4 metre high post that is hinged at the base so that the windsock can be replaced at ground level. This windsock is located beside the directional mustang and now it will be much easier and safer to glance sideways to see wind direction when landing, rather than looking back to the original windsock.

I have also relocated the table that was just south of Bay 13. It was located beside the hand dug spoon drain which was a serious trip hazard.

The table was also too high for some elder members and it is now a little lower. The relocation of the table enabled the hand dug spoon drain to be reshaped so that it is not a trip hazard.

These spoon drains have worked overtime in the past few months and certainly helped keep the main pit area drier. The western end of the pits needs filling when we get the free soil. I have not arranged for any soil yet because it has never remained dry enough.

The contractor, organized to do the 2 spoon drains beside the large grassed car parks is not able to do this work until his hay cutting work is finished. It is only a small job for him and I am prepared to wait a few months.

On Friday 18th November, we mowed all areas and rolled the runways. We also whipper snipped all areas and slashed beside the runways and Fowler Road. The field looked fantastic when finished.

Great effort by Colin Nichols, Daniel Jenkins, Frank McPherson and Doug Dorrat.

It should certainly look good for the OS day, but the main reason we are maintaining the field in great shape is for you, our members.

Hope to see more of you out flying before the hot weather sets in.

Thank you all mower men.

Norm Morrish, Field Manager & Safety Officer

Buildings Officer's Report

A small report for this month, the concrete surround for the western charging stations was installed recently, and looks very good



David Glossop, Buildings Officer

CIVILIAN CLASSICS

By Richard (Dick) Ryland

Boeing 747

The original Jumbo Jet, the Boeing 747 has been the undisputed 'Queen of the Skies' for over forty years and will be in production well into the future.

The immensely successful Boeing 707 opened up international flight to other than the very wealthy but the 747 enabled the ordinary citizen to fly. Even this grubby little kid from the tiny Gippsland dairy farm has had a flight in one!

The title 'Queen of the Skies' is ever so apt as she 'sits' in the air with such majestic style. Landing and take off are also breathtakingly regal. Like so many great aircraft, she looks 'just right' in all flight regimes.



The under slung engines, the swept wings and the hump on the forward fuselage all combine to give it an air of dignified grace.

That hump which has always made the 747 so easily recognizable was actually a consequence of Boeing thinking that flight into the 1970's and beyond would be mostly supersonic, therefore the 747 was expected to be used mainly as a freighter. The nose opened on the freighter versions and the cockpit was placed high above the opening section. So, it is *not* true what they say about the size of the wallets that the pilots sit on!



Consider these facts taken from the Boeing website- It has 6,000,000 individual parts, 171 miles of wiring, 18 wheels and a 63 foot tall tail. 75,000 engineering drawings are needed to make a 747. So far the entire fleet of 747s have flown a total of 77,000,000,000 (That's 77 billion) kilometers! It has flown 3,500,000,000 passengers....that's almost *half the entire population of the planet!*

The latest glass cockpit 747 has 365 lights, gauges and switches on the flight deck....it used to have 971! It carries more fuel than many of us will use in an entire lifetime of driving, yet the fuel use per mile, per passenger, is better than we get in our cars!

As well as all these remarkable statistics, the 747 has carried us with extraordinary safety day in day out in all weathers and at a cruising speed that a Spitfire at full throttle could not possibly hope to meet



She is the last of the Civilian Classics series.

Next year I will bring you my selection from the great Military Classics.

Our Battery Charging Stations

Some technical info', from Frank McPherson

The battery charging system at our flying field has some limitations, even with the cable size upgrade by Phil Langton and myself in 2009
Back then, we were catering for around 35 amps max' charging current

Most chargers can operate o.k with a D.C supply from 11volts minimum, up to around 18 volts maximum, outside that range, the charger will switch off, depending on the make of charger, it may or may not display a message like " input voltage error "

When you draw current (amps) from a charging station that current creates a voltage drop in the cables supplying the station, more amps more voltage drop in the cables

In 2009, Phil Langton and myself added an extra cable in parallel with the original one, reducing the voltage drop,(the cables now have a current rating of 140 amps)
Even with the larger cables we still have some voltage drop, it can't be avoided, even large cables have some (small) resistance

We can only afford to drop 2.5 volts in the cables, no more,
 $13.6V - 2.5V = 11.1V$ just above the chargers minimum voltage

The longer the cables the more resistance, more voltage drop, (we can't afford to install welding cables)

To prevent the battery chargers from switching off due to low supply volts, you must be aware of the **TOTAL CURRENT** your chargers are drawing from the charging station you are using

The following is the **CURRENT LIMITATION** of each charging station before the volts go below 11.1V;

The far staunchion
38 Amps

The close staunchion
48 Amps

The Clubhouse box
80 Amps

All the charging stations have two layers of current protection, thermal circuit breakers + electronic current limit in the power supplies, the cables are rated at 140 amps continuous, a safe system

IMPORTANT, how to work out how much current, (amps) you are using

The charging current indicated on the display of a charger, charging a 5S pack is about HALF of the current it is drawing from the charging station

This is because the charger is putting around 21 volts into a 5S pack, and the charging station is supplying 13.8 volts to the charger, (the charger boosts to voltage up to 21volts)

So, to work out the approx current drawn from the charging station, double the current reading indicated on your charger, for each pack you are charging

E.G: For two 5000mA 5S packs being charged at the same time, at 1C, is 5 amps for each pack = 10 amps, times 2 = 20 amps drawn from the Charging station approx'

For other LiPO packs, the current will be less for less No of cells, and more for a larger No of cells, and C rating

Frank McPherson, Editor

FOR SALE



DH BEAVER for sale fully built never flown PAP only needs RX and TX cost \$500 sell \$400 reason for sale advised by some very good and friendly members it would be too hard for me to fly as a novice and just going for Bronze wings. Can be contacted at the Field or Phone 59416272 .
Email. Edic8981@bigpond.net.au
Eric Dickinson.

WANTED

OS 90 FS suitable for spare parts only.

Contact: Paul Somerville via email
msom5709@bigpond.net.au

Annual Twi-fly & Christmas Dinner



Did you know...

On December 17th 1903 Wilbur and Orville Wright flew a man powered aircraft for the first time. To celebrate this event 100 years later to the day the first P&DARCS Twi-Fly event took place.

This happened to be a Wednesday & this is why we now hold the Twi-Fly on this day each year. This year it will be on the 14th December, as always at the field. This is a popular event with P&DARCS members, but we always have a huge problem ensuring the catering is sufficient to cover all attendees. Therefore this year we are introducing a requirement that everyone must book & pay a \$5 per head fee to cover the catering costs & ensure we have enough food on the night. On the day it will be a no booking, no dining policy, so please if you wish to attend, book in.

There are two ways to book, see me down at the club at the OS Day (27th Nov), the December club meeting (3rd Dec), or print & cutout the booking slip below & send it to us & we will send you your tickets. All bookings must be received by the 7th of December.

Daniel Jenkins, Social Officer

P&DARCS Christmas Dinner 2011	
Name:	
Address:	
No of tickets required:	
Amount enclosed (\$5 each):	
Mail to: P&DARCS Christmas Dinner P.O Box 131 MDC, Cranbourne 3977	

YOU MUST CONTACT DANIAL TO GET A TICKET

NO TICKED – NO FOOD – NO EXCEPTIONS

Monty Tyrrell Scale Rally 2012

Sunday 18th March 2012



All Types of Scale
Models Welcome

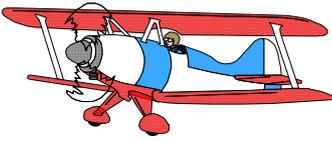
Boot Sale
Lots of Prizes
Lots of Trophy's

P&DARCS Field
Wenn Road Cardinia

www.pdarcs.com.au

FURTHERMORE

FROM
Wally Wordsworthless



ALL THE BEST FOR CHRISTMAS AND THE NEW YEAR

Twas the night before Christmas , and out on the ramp ,
Not an airplane was stirring , not even a Champ .
The aircraft were fastened to tiedowns with care
In hopes that come morning , they all would be there .
The fuel trucks were nestled , all snug in their spots ,
While peak gusts from three two zero reached 39 knots .
I sank behind the fuel desk , now finally caught up ,
And settled down comfortably upon my but .

When over the radio , there arose such a chatter ,
I turned up the radio to see what was the matter .
A voice clearly heard over static and snow ,
Asked for clearance to land at the airport below .

He barked out his transmission so lively and quick ,
I could have sworn that the call sign he used was , " St
Nick "
Away to the window I flew in a flash ,
Sure that it was Horizon's late dash .

Then he called his position , and their could be was no
denial ,
" This is St . Nicholas One and I'm turning on final . "
When what to my wondering eyes should appear ,
A Rutan sleigh , and eight Rotax Reindeer .

Cleared for the ILS down the glideslope he came ,
As he passed all fixes , he called them by name :
" Now Ringo ! now Tolga ! now Trini ! and Bacun !
On Comet ! on Cupid ! what pills are you taken ? "

Those last couple of fixes left the controllers confused ,
They called down to the office to give me the news .
The message they left was both urgent and dower :
" When Santa lands , could you please call the tower "

He landed like silk , with the sled runners sparkling ,
Thin I heard , " Exit at Charley and taxi to parking . "
He slowed to a taxi and exited Three - Two
As he came down the taxiway the sleigh bells' jingle grew .

He stepped out of the sleigh , but before he could talk
I had run out to him with my best set of chocks
He was dressed all in fur , which was covered in frost ,
And his beard was all blackened from Rotax reindeer exhaust .

His breath smelled like peppermint , gone slightly stale
And he puffed on his pipe , but he didn't inhale .
His cheeks were rosy and jingled like jelly ,
His boots were as black like a cropdusters belly .

He was chubby and plump , a right jolly old fool ,
And he kindly informed me that he needed some fuel .
A wink of his eye and a twitch of his toes ,
Let me know he was desperate to powder his nose .

I spoke not a word , but went straight to my work '
And I filled up the sleigh , but I spilled like a jerk .
He came out of the rest room with a sigh of relief ,
And picked up the phone for a flight service brief .

And I thought as he silently scribbled in his log ,
That with Rudolph , he could land in a eight-mile fog .
Next , he completed his preflight , from the front to the rear

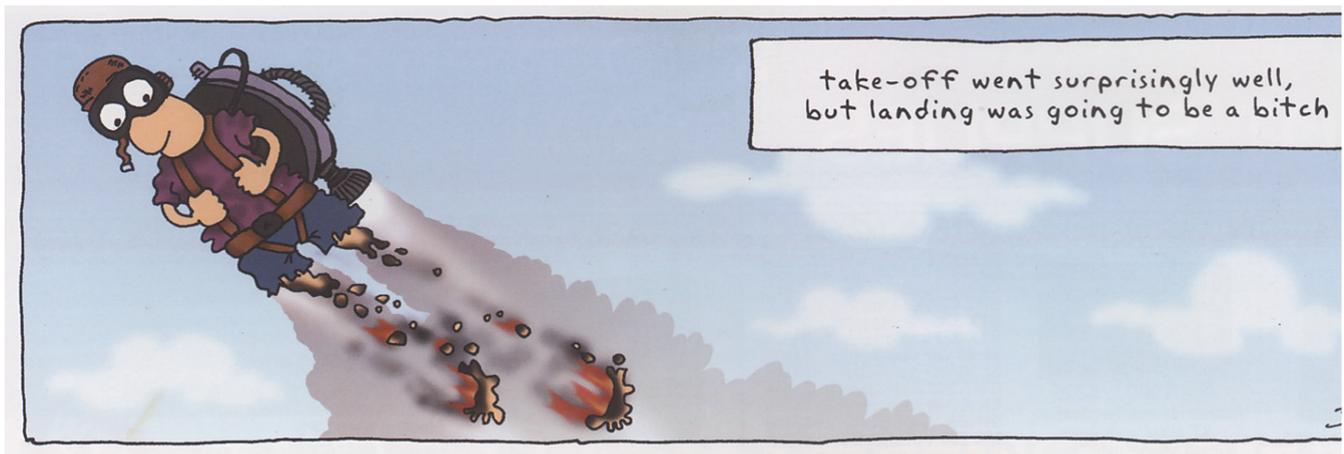
And I thought as he silently scribbled in his log ,
That with Rudolph , he could land in a eight-mile fog .
Next , he completed his preflight , from the front to the rear ,
Then he put on his headset , and I heard him yell " Clear "

And laying his finger on his push-to -talk ,
He called up the tower for his clearance and squawk
" After departing fly heading three two zero ' the tower called
forth ,
" And watch for an " RV3 " inbound from the north "

Then I heard him exclaim , 'ere he climbed in the night ,
" Merry Christmas to all , I have " RV " traffic insight

Wally Sherbert

AND MORE





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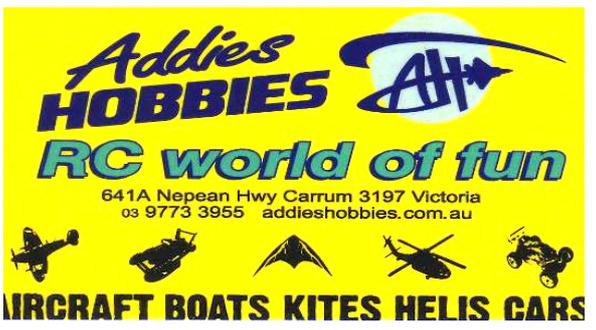


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www.scmodels.com.au

Quality at the Right Price



Next Club Meeting – Saturday 3rd December

At the Flying Field, 12-30pm start

Peter Harris, our CFI, will be giving demonstrations of some of the maneuvers pilots are required to perform to get their Gold Wings, plus some training for you

P&DARCS Newsletter

If undelivered return to
 P&DARCS.
 Po Box 131
 MDC Cranbourne 3977

