

## LOCKS ARE NOW CHANGED TO NEW SYSTEM, USE YOUR NEW KEY



Picture: Frank McPherson

### **DRAINAGE WORK TO GET RID OF FLOOD WATER**

#### **MONEY WELL SPENT !**

New drain along the south edge of the Main Flying Strip, this drain is designed to flow East and West from the centre of the Strip, laser graduated

One of many additional drains installed for rain water management during July

More detail and pics' pages 7 + 8

# ***P&DARCS***

#### REMINDERS:

New Twi – Fly dates, now they are on every two months, check out the Club Calendar on page 5

**THE NEXT TWI – FLY IS ON SATURDAY AUGUST 25<sup>th</sup>, BE THERE**

Next Club Meeting + AGM, August 5<sup>th</sup>  
At The Burley Field, 1-00 pm start

## BURLEY FIELD

Wenn Road Cardinia

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

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## Editor's Bit

The first year of my Newsletter Editing, and a steep learning curve to get on top of the software used, how the thing is supposed to go together, what is PDF, where to get suitable pics and info', what the printer needs, folding and posting

The first printer I used kept on increasing the price, so David W and I decided to change to the printer he used, this Company will print / fold / tape up / and post, for about half the cost, very good, and it saves yours truly a lot of manual work and travel.

We have a really fabulous Flying Field, and very good facilities

**Your Committee are your flying mates, trying to make your flying field better.**

The AGM is coming up on 5<sup>th</sup> August. At this time, two Committee positions will be vacant, President and Facilities Manager

Please have a good hard think about giving one of these jobs a go, even for one year

I am looking forward to seeing you at the AGM

P.S I will be putting my hand up for this job again

## Frank McPherson Editor



## What's On

### At P&DARCS 2012

#### August

5	Club Meeting & AGM	Burley Field
25	Twi - Fly	Burley Field

#### October

27	Twi - Fly	Burley Field
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### From the VMAA Events Calendar 2012

#### August

4-5	F3A aerobatics	Horsham
4-5	VMAA Country Visit to Cohuna Club	

#### September

15-16	Mammoth Scale Fly-in	Shepparton
15-16	Old Timer / Texaco '38 Antique	Cohuna
16	F3A aerobatics	Caldermeade

## President's Report



" I love a sunburnt country,  
A land of sweeping plains,  
Of ragged mountain ranges,  
Of droughts and flooding rains..  
Well we certainly lived up Dorothea MacKellars' well know poem this month. Once again the field was inundated by flood waters. The depth was over a metre and we had a good 6 to 8 inched through the club house so once again we have had to pull up all the carpet. I must praise the efforts of Norm Morrish, Ian Jaques, Bruce our tenant Farmer and Glen the drainage contractor as they drove in to the field when the water was already a couple of feet deep. Over a two hour period in freezing waist deep water they mover all of our equipment onto high ground. I would also like to thank the committee members and the half a dozen club members who have assisted since the flood to get up operational again.  
So for the last month flying certainly hasn't been on the agenda as the field has been close or the weather has been bad.  
Please don't let this all delay you decision to re-join though the field is once again open and hopefully within a few weeks the flying weather will return. I heard on the news just last week that the weather Gurus are predicting a return to the El Bundy err... El Packer ..El Nino or whatever that weird weather pattern is that causes drought is called. So we may be winging about no water again soon Instead of too much water.  
Our only other major event this month was fortunately an indoor one. This year we experimented with the annual auction on a Saturday Afternoon. Whilst we didn't get a huge attendance due to PARCs jumping in with their auction before the weekend before the attendance was still good. I found it much easier to run on a Saturday arvo as we weren't all so tired for a full days work beforehand. I would certainly recommend that we persist with running it on a winter weekend. Anyway that all for now so see you all At the AGM

### President's Annual Report:

The **AGM** will mark the end of my year as president. To be honest it feels much longer than a year as a lot has happened.  
We had a torrential downpour cancel the OS day scheduled for late last year which had been cancelled previously because of the floods we had in February 2011. The day was then rescheduled for May of 2012 and that was nearly washed out again ! Fortunately, even though the weather was bad the actual event was a good one with quite a reasonable turnout. We have scheduled the 2013 event for early April 2013.  
The Monty Tyrrell Scale rally which was also flooded out last year scored a beautiful day and we were blessed with a great attendance. We also ran a couple of night flying evenings and these were very popular so will be continued hopefully as regular club events.  
The last two years have seen a series of weather event seriously impact on the club the most recent being only a few weeks ago. All of the drainage work Norm had planned and put in place certainly paid dividends though as the water cleared away much quicker than the first flood. So that was money well spent. These events certainly have had an impact on our club membership which is a shame. Hopefully if our weather returns to normal membership will once again grow. There are some initiatives that the committee have discussed to attract new members. Unfortunately, though working on getting the club operational again has left us with little time to pursue them.

The committee have all had a very tough year with heaps of work to be done due to the bad weather and most are getting a little weary. Particularly, as only a few club members ever put their hands up to help when the disasters stuck. I would like to take the opportunity to thank all of the 2011-2012 committee as they are a magnificent bunch all of who have volunteered lots of there valuable personal time to work for the club. No hangers on this year that's for sure everyone has really stood up to the plate and pulled their weight. You have been a great bunch to work with guys.  
The highlight for the year for me was the success of the Monty Tyrrell event as I have organized this for the last few years along with Darryl Cope and in 2012 on my own so to see the event grow back to the prominence it once had was very satisfying. The event ran very well on the day thanks to the very capable assistance of my fellow committee members.

The lowlights or disappointments for the year for me were the continued demise of "club spirit". Last century when I first joined a club there was a great camaraderie everyone turned up to working bees , club functions both flying and social were well attended we also went on fly away weekends etc etc. I know that everyone is very busy and so a lot of these things are no longer viable but the lack of support when a working bee is called is still very disappointing. Nowadays people are slow to help but quick to complain. I guess this is the way of the world. It's a shame.  
Anyway to sign off I will advise that I won't be re-standing for the Presidency this year.

David Walsh, Pres'

## Secretary's Report

The the Auction was held at the last " meeting time " so there is no minutes of meeting

Don White, Secretary



## Webmaster's Report

The planning from the last flood meant that all the Computer equipment survived the recent flooding. Even the internet line came back to life with the need to use a big stick. As normal if there are any issues going on I put a notice on the website.  
I have not forgotten about replacing the old webcams, just been busy with other things to date.  
One last thing, please make sure that your email address is correct and working. When I send a bulk email out to members only about issues relating to the Club, I get a lot back as rejected. Let me know if you email changes and I can update the list

The **WEBSITE STATS** are as follows.  
2,742 Visits.  
869 Unique Visitors.  
12,469 Page views.

### WEBCAMS HITS.

West Cam 1,446 hits  
East Cam 2,022 hits  
Hay Shed Cam 11,114 hits

Paul Webber, Webmaster

## Registrar's Report

### Membership Renewals

The renewal process is going well. I try to process your renewals within 48 hours and I will send an email out to all that I process, as long as I do have your email details. There are still some members that do not have an email address listed.

To Help Peter and I with the process please remember to return your renewal form along with you payment information. This makes it easier for us, and keeps our records up to date with any changes that you may have.

### Changes to your contact information

Let me know of any changes of your details by email [registrar@pdarcs.com.au](mailto:registrar@pdarcs.com.au) (preferred) snail mail (Club mail address) or least preferred by phone (my mobile).

### Keys / Badges

Remember that the Yellow key is the normal Club key, Green Tractor shed, Blue Kitchen and Black is a master

A reminder again, lost keys will cost you \$30.

If you lose your Club Badge the cost of replacement is \$5.

This is what it cost the Club, so please look after your Key and Badge.

### New Member Applications

Jenny Wickham has joined as a Spouse Member.

Kevin Fryer has joined as a Probationary Member.

**The current status of membership is shown in the chart below**

Cheers,

**Paul Webber**, Registrar

Phone 0417 558 779

Email: [Registrar@pdarcs.com.au](mailto:Registrar@pdarcs.com.au)

### Field Manager & Safety Officer's Report

Boy, what a shocking month we have had with weather.

Fowler Road, west of our driveway has been flooded 4 times in past month, and our field 3 times, which required the machinery moved to high ground 3 times.

I was at field on the Thursday afternoon prior to the Friday Kooweerup floods, and could see the western creek rising at Fowler Rd bridge, but only slowly. I thought we might have a small flood by Friday morning and would move machinery if needed. We were due on site early Friday to continue drainage work. Did not expect 75mm overnight at our field. The rest you know.

Thank you Norm Parker for changing the Fergie engine oil.

A contractor cleaned the carpet and removed 50 litres of mud and water. We were then able to roll carpet up and remove wet underlay. Now waiting to see if any member knows a carpet layer to help relay.

### ANNUAL PROGRESS REPORT

We have dug new spoon drains, so water now escapes from south side of main runway and no further stagnant lakes at west end of main runway, or in western paddock. I will relocate the style on west fence so you do not step over the spoon drains. There are many piles of dirt that you need to avoid, if landing in the paddocks. We are looking at methods of transferring this dirt for use in making a new high ground beside the large blue rubbish skip.

We have also dug drains beside the large car parks either side of main drive, also replaced the blocked drain at our entry.

A very special thank you to our Co-op for funding most of this work and to Ian Jaques for his help with the drainage work and for making four magnificent flood gates at our drainage points into the western drain, saving us \$4,000.

He has made them from aluminium plate with stainless steel support frames. Thanks also to our editor, Frank for his help when I was designing the drainage system and to Paul Somerville and Peter Harrison for helping with entry drive drain.

It was a very funny sight when Paul S and I were trying to connect two pieces of the 300mm corrugated plastic pipe together. The suppliers provide a large can of lubricant to help this difficult task.

Paul is very strong but unable to do it. I thought at the time, with a smile, that it was like trying to assist two Dinosaurs to mate!!!! Paul, as usual came up with the brilliant idea, using our front end loader to push one pipe into the other with one end placed against a fence post and it worked. I don't think the Dinosaurs would have enjoyed this type of help!!!!

The excavation contractor has a job to clean up a demolition yard that has a large quantity of bricks and we have given permission for them to be used as a solid base for our western car park. The bricks will be spread and crushed by his large excavator to give us a stable car park base free of cost. Fantastic, and this may commence prior to you receiving this newsletter.

Thank you to all the mower men for your great work through the year and I hope you all enjoy seeing the fine couch develop, like I do. We will be receiving more free soil to start filling the low spots in the dry season.

**Norm Morrish** Field Manager and Safety Officer

### Members to date

**Paid 2012-13    Unpaid    New 12-13**

Associate	3	5	1
Associate Pensioner	0	0	0
Full	79	38	0
Junior	0	2	0
Life	3		0
Non-flying Full	0	0	0
Pensioner	33	7	0
Probationary	7	5	1
Student	0	3	0
Spouse	1	0	1

Resigned	6
Lapsed	0
Re Joined	1
Passed Away	0

Sub Total

<b>130</b>	66	3
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## Social Director's Report

Well, I think it's safe to say that we have had an atrocious year when it comes to weather at the field. This forced the cancellation of most of our big events last year. Thankfully we managed to run some this year, but the weather is still causing problems. Over the past year I've been trying to introduce some variety with the guest speakers at our monthly club meetings. We've had demonstrations of all sorts, basics of helicopters, manoeuvres required to get Gold Wings (fixed), Electric Formula One & Battle Tanks to name a few. We've also started running bi-monthly Twi Fly's, unfortunately the weather stopped last month's event, but there's always August. My aim has been to try and get events and speakers that will be of interest to a broader range of club member. I'm not sure if I'm succeeding, but I hope so!. If you can think of a speaker or event that could be of interest to the club, then please let me know. I would like to continue with these efforts & be standing of the position of Social Officer again.

**Daniel Jenkins**, Social Director

## Buildings Officer's Report

We have survived another year. I am not sure how, as I never was a very good swimmer and I have not got around to investing in a set of waders or a float plane yet. Perhaps next year we may stretch funds to a dinghy or a small barge!

After the setbacks of the previous year we were forced to spend a lot of time and money on restitution and remedial work only to suffer another recent mini-flood – only one foot deep into the club house in lieu of four feet deep. The western charging station was erected; we poured the slab, constructed the roof and laid the roofing, flashings, gutter etc. It was only a pity that we had such a poor response for the working bees that it cost you, the club members, \$400 for paid carpenters. On the day, as it eventuated, there was a reasonable turn-out to fetch and carry for the contractors. The electrical charging facilities were then installed (a very "posh" job by Philip Langton and Frank McPherson). Despite various appeals for assistance for working bees or those with particular expertise, the numerous jobs around the club were done by the usual small band of helpers without which the club would cease to function. (The annual meeting of the helpers could be held in the broom cupboard, or if that is too big, the nearest telephone booth) You helpers know who you are, and we know who you are, and for your help during the year – thank you. The club house has dried out and the carpet hopefully can be re-used. We appealed via club E-mail for someone with access to a carpet layer for assistance (does nobody in a club of 180 members not know a carpet layer needing a paying job??) As of this writing (Friday 13th July 2012 – thankfully I am not superstitious) the reply has been NIL. The carpet will get re-laid eventually, but perhaps we should think of other alternative which is more water tolerant.

The raising of the club house above the flood level is a question which requires long term planning encompassing the whole site development. I sincerely thank the small band of "core" helpers who keep the club operating to the best of their ability. If there are any members out there who are displeased with what we are attempting to do, instead of spending your time in the hay shed white anting and "Chinese Whispering" about what is wrong, feel free to come along to the annual meeting, get yourself elected to an office and participate in the club you pay your fees to.

**David Glossop**, Buildings Officer

## Facilities Manager's Report 2012

It's been strange year weather wise. The weather gods have not been kind to use this year at all, numerous heavy rains resulting in major flooding at the field. The committee this year as in previous years have been a great bunch of fellas to work with once again.

I find it rather amazing during our major events held at the field, i.e. the Monty Tyrell OS Day, Tyabb air show and during the recent flooding the lack of "club spirit". It seems that no one cares at all about the club.

Its all ways the committee members and the same few club members come on out to help run these events and help out during the recent flooding. We the Committee members are not hired help to do everything around the field. We offer our spare time to provide guidance at the club. It's up the members of the club of which we had at last count 180 members on the books to offer some spare time to go down to the field to help out, all it takes to offer some assistance is to ring or send an Email its not that difficult. We have had a few phone calls and Emails from some members that couldn't come on down due to family or business commitments which I can understand, as I often have to go on 24 hour call out but still help out. So I have made the decision not to volunteer to go back on the committee again. My spare time is precious to me as well so I'm just going to get back into flying once again.

So I'm hoping that some one else stands up and take on my old position on the committee.

**Paul Somerville** Facilities Manager  
Happy Landings

P&DARCS CALENDAR FOR 2012

Date	Day	Confirmed?	Location	Details	Organiser
<b>May</b>					
5 <sup>th</sup>	Sat	Yes	Burley Field	Club Meeting	Mike Farnan
23 <sup>rd</sup>	Wed	Yes	Dingley	Committee Meeting	
27 <sup>th</sup>	Sun	Yes	Burney Field	OS Day	
<b>June</b>					
3 <sup>rd</sup>	Sun	Yes	Burley Field	Club Meeting	
9-11 <sup>th</sup>				Queen's Birthday Weekend	
20 <sup>th</sup>	Wed	Yes	Dingley	Committee Meeting	
30 <sup>th</sup>	Sat	Yes	Burley Field	Twi-Fly	
<b>July</b>					
7 <sup>th</sup>	Sat	Yes	Dingley	Club Auction. (1PM Start)	
18 <sup>th</sup>	Wed	Yes	Dingley	Committee Meeting	
<b>August</b>					
5 <sup>th</sup>	Sun	Yes	Burley Field	Club Meeting & AGM	
22 <sup>nd</sup>	Wed	Yes	Dingley	Committee Meeting	
25 <sup>th</sup>	Sat	Yes	Burley Field	Twi-Fly	
<b>September</b>					
1 <sup>st</sup>	Sat	Yes	Burley Field	Club Meeting	
19 <sup>th</sup>	Wed	Yes	Dingley	Committee Meeting	
<b>October</b>					
7 <sup>th</sup>	Sun	Yes	Burley Field	Club Meeting & Coop AGM	
24 <sup>th</sup>	Wed	Yes	Dingley	Committee Meeting	
27 <sup>th</sup>	Sat	Yes	Burley Field	Twi-Fly	
<b>November</b>					
3 <sup>rd</sup>	Sat	Yes	Burley Field	Club Meeting	
21 <sup>st</sup>	Wed	Yes	Dingley	Committee Meeting	
<b>December</b>					
1 <sup>st</sup>	Sat	Yes	Burley Field	Club Meeting (Summer)	
2 <sup>nd</sup>	Sun	Yes	Burley Field	APA Pattern	
12 <sup>th</sup>	Wed	Yes	Burley Field	Annual Christmas Twi-Fly	

# 30 year old drainage system replaced, money well spent

Contractor Glenn's, laser controlled, 12 ton excavator made an excellent job of installing new drains, and cleaning out old overgrown drains, as shown in the following pictures

Pictures: Frank McPherson

Western paddock, old blocked spoon drain  
**Before**



Western paddock  
**After**



Rubbish around windmill dam cleaned up, and area drained



Looking towards Fowler Road, from eastern paddock



Looking towards Ballarto Road, from eastern paddock, showing soil piled ready for us to use on new machinery shed high ground



Replacement entrance crossing and drain



# Men at work

Norm Morrish and Ian Jaques, working on pipes with a one-way valve to stop water from the western Melb' Water drain from entering our site

Pictures: Frank McPherson

Norm Morrish using a diamond blade to cut a concrete pipe square ( note the safety gear being used )



Installing pipe with one-way valve at Melb' Water western drain



An aluminum one-way valve flap beside the fence



New drainage pit at rear of Club House



The Main Strip drying out, looking West



Main Strip drain looking West, this drain is designed to flow East and West from the centre of the Strip, laser graduated



# MILITARY CLASSICS *By Richard ( Dick ) Ryland*

## Boeing B-29 Superfortress

In late 1939 the United States Army Air Corps asked for ideas for a 'Superbomber' capable of bombing Germany from the US. Boeing had already done some design work on such an aircraft and it was selected to build the B-29 Superfortress. This aircraft was to have range, bomb load and defenses unheard of up until then and it was eventually to cost more than the program to develop the atom bomb!



A major advance was that it was to be pressurized which avoided the crippling cold and oxygen mask breathing which the B-17 and Lancaster crews had endured at bombing heights.

Its multiple gun turrets were operated by remote control and one gunner was even able to direct two turrets onto his target if needed. The guns themselves, 12 machine guns and 1 cannon, were analogue computer controlled to take into account the speed of the target, lead necessary, air temperature and density etc. The B-29 could carry up to 20,000 pounds of bombs over 3000 miles. The fuel tanks held almost 8000 gallons!

It took the technology of the day to the absolute limit and there were naturally many, many, difficulties during its development. Production went ahead as the aircraft was being tested and so many alterations had to be made that production aircraft were flown to centers dedicated to incorporating all of those modifications. This process greatly delayed its introduction to combat. Perhaps the greatest difficulties were with the massive 18 cylinder 2200 to 3700 hp engines which were prone to catching fire. Its climb rate was poor and cruise speed of 220 mph was less than hoped for. However the Japanese who it was mostly used against had relatively ineffective AA fire, and few fighters which could fight at the height at which the B29 was designed to bomb from.

It was mainly used at the very end of the war firebombing Japanese cities, many of which were completely destroyed. Up to 1000 aircraft took part in these raids and ironically they were mostly flown at very low level at night with most of the high tech equipment removed so that more incendiary bombs could be carried. The war came to an end soon after B-29s dropped the two atomic bombs.



[www.EgyptSons.com](http://www.EgyptSons.com)

The B29 went on to fight in the Korean War and some were still in service until 1960. The RAAF and RAF had some known as the Washington. They are well known as the aircraft which dropped the rocket planes which broke the sound barrier for the first time and then set airspeed records which are still to be beaten.

The Russians were so impressed that they gathered four which had landed in their territory during the war and reverse engineered them to make the Tupolev Tu-4 bomber. Surely that was the ultimate compliment for this great Military Classic!



Photo by Bill Crump



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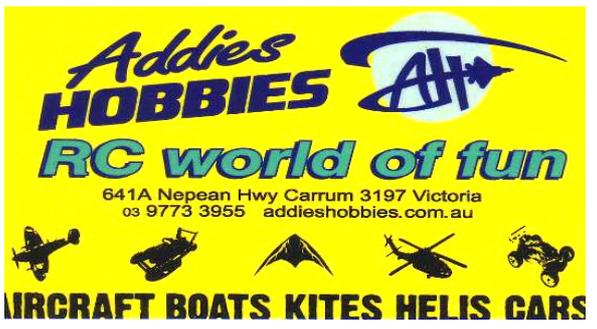


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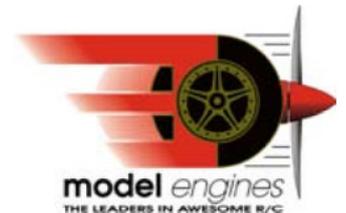


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Next Club Meeting + AGM, August 5<sup>th</sup>  
 At the Burley Field, 1-00 pm start

**P&DARCS Newsletter**

If undelivered return to  
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