



# P&DARCS

*July 2005*



The Field Work Continues

## Now this is one Big Fat Model !

Alan Holloway's latest Gee Bee Racer launched itself skywards last week.

The model looked great in the air and was the first Gee Bee that I have seen land without nosing over.

The essential details are:  
Harry Haffke plan  
¼ Scale Gee Bee R-2  
Super Tigre 2500 for power.

# P&DARCS

www.pdarcs.com.au

BURLEY FIELD  
Wenn Rd Cardinia

P.O.Box 131, MDC  
Cranbourne 3977  
Field Telephone Number :  
(03)-59 98 8431

## President

Derek Trusler 9421 2316

## Vice President

Fred Webb 9795 4741

## Secretary

Don White 9560 2726

## Treasurer

Peter Harris 9775 4788

## Registrar

Phil Langton 9587 4826

## Contest Director / Club Captain

Glenn Cossor 9799 9540

## Safety Officer

Paul Somerville 9704 7707

## Field Manager

Bill Hawkes 9786 5641

## Machinery Maintenance Manager

Paul Somerville 9704 7707

## Building Officer

Wal Schubach 9700 6166

## Editor / VMAA Rep.

David Walsh 9763 1804

## Catering Manager

Vacant

## Social Director

R. Gaumann 5968 3791

## Editorial Submissions to:

D Walsh  
Snail Mail 17 Goulburn Drive  
Rowville 3178  
EMAIL walshd@iprimus.com.au

**DEADLINE for the Newsletter is  
the 15th of the Month preceding  
the Meeting**

## Editor's Notes

I'm typing this on the shortest day of the year. It is 5pm and dark outside. With a couple more hours of work ahead of me I thought that I would put down a few thoughts for the newsletter to break up the evening.



Trouble is I've searched and searched the old brain but can't seem to find much in there. So pardon me if I break into a bit of waffle.

Last Saturday Bay 13 was empty so I set up camp in there and had the place all to myself. However, on my first flight I heard the faint sound of heckling! Was I loosing my mind? Nope, the Bay 13 crew was hard at work down near the P&DARCS refinery installing some new water catching equipment. It doesn't take much to keep this lot happy so if you dive your model or skim the long grass they will get all excited and yell and giggle. Best of all though, they love doing projects.

I glanced over and saw what seemed like the Kaper Cops ( 4 or 5 of them) trying to glue two plastic pipes together. It was quite amusing to watch as the glue was rapidly drying and the pipe wasn't quite in the correct position. So I wandered over. The gluing had been successfully completed but the straight pipe didn't seem to want to fit in the curved trench. I thoughtlessly suggested that a heat gun would soften the pipe to enable them to bend it slightly so that it would fit the hole. 4 sets of eyes turned and glared at me. One set, which had a mouth under them said yeah right and who would have a heat gun with them, got one in your back pocket have you !!!

"Ok, I'll be off for another fly then" says I .

An hour later, well after they had reshaped the trench to fit the pipe. I noticed one of our talented members had volunteered to reconnect the underground telephone cable (the cable had inconsiderately got in the way of the trench). Interestingly, he was using a Hot Air gun. The Bay 13 commander in chief had also spotted this and just shook his head coz he knew that I would most likely publish a wildly exaggerated version of the story. As if I would!!!

Seriously though these guys have put in a great amount of effort the last couple of years and our great runways, great facilities and reputation as the best club around are all proof of the value of that effort. We all appreciate guys.

Anyway, I had better get back to work so I can go home at some time tonight, so bye for now.

*That's all Folks*

## Don't Forget

Club Meeting: *Pie Night & Show & Tell*  
100 Lap Pylon  
AGM ( TX Certification)  
Annual P&DARCS Auction

Wednesday 6<sup>th</sup> July  
Sunday 10<sup>th</sup> July  
Wednesday 3<sup>rd</sup> August  
Wednesday 7<sup>th</sup> September

## Next Meeting

**Wednesday 6<sup>th</sup> July 2005**  
**Pie Night & Show & Tell**

*Fred is putting on a pie night for our next meeting. So come along, bring your latest creation with you to "Show" and sink your teeth into a nice hot pie.  
Lets see lots of show and tell items there.*



## Last Meeting

If you missed last months meeting then you missed a great one.

Roger Chapman thanked the Club for the use of the field for the International Helicopter Spectacular. Roger, with the assistance of MRCHC members, then proceeded to explain a few of the intricacies of Helicopters. A demonstration of indoor flying followed.

He also brought along the latest Reflex flight simulator and with the use of a Data Projector put the action onto a big screen.

Quite a few of our members gave the simulator a go. Now, I can understand that they all struggle whilst flying a Heli. But I was a bit concerned when a couple of them had problems flying the Fixed wing Trainer !!!!



## Secretary's Report

General meeting held 1<sup>st</sup> June 2005 at Marcus Rd. Dingley

Meeting opened at 2010hrs

**Apologies:** P Somerville

**Minutes of the previous meeting as in the newsletter be accepted:** Moved; W Schubach, Seconded F Dibble Carried.

**President:** From this week the club will have a small ride on mower for the pit area, this is with the compliments of Frank Connelly

**Secretary:** Received an e-mail from Cr. Leonora Cox in regards to the local Air League visit to our field, arrangements at a later date. The council may be able to help us with a small grant for our tree planting program, we will have to submit an application establish if we are eligible for the grant.

**Treasurer:** The renewal forms have been sent out and the good news is that the insurance has been reduced.

Registrar: **201 current members**

**Motion by registrar:** Moved P Langton seconded G Cossor that the Secretary send a letter of appreciation to Frank Connelly for donation of the small ride on mower, Carried

**CD:** Congratulations to Chris Simmons for winning his class at the State Aerobatics recently.

The Hobbymans' indoor flying at the skating rink at Dandenong went very well. It will take place the last Sunday of each the month and is run and organised by The Hobby Man of Dandenong all welcome,

**Building:** The door stop on the veranda floor is to be removed and replaced with a safety rail to stop the door from being opened too far and damaging the door.

**Editor:** Have been getting good articles, interesting information etc Articles always very welcome.

**General:** A model expo at Brandon Park (hall behind the fire station Ferntree Gully Rd.) This is similar to one held at Pakenham a few weeks ago, P&DARCS have been invited to put on a static display of our hobby, dust off some of your models and bring them along. **The date Sat.1<sup>st</sup> Sun.2<sup>nd</sup> October 2005** 9am.-5pm. Both days. Setting up on Friday 30<sup>th</sup> September from 5pm. Tea & coffee available, lunch, morning and afternoon tea on both days for exhibitors (5) from this club. For info contact Don White 9560 2726.

Frank Dibble spoke on the shares of the Co-op that was in the May newsletter with an alteration to the dates, the amendment now to read:

1. That members subscriptions fro the next financial year and each succeeding financial year be applied in purchasing shares in Darcsfield Co-operative Limited for each member who has paid his subscription for that year by the 31<sup>st</sup> August in that year, and holds one or more qualifying  
Parcels of shares as described in rule 6.2.1 at the rate of 50 shares for every such parcel of shares held by each such member at that time.

2. That after the 31<sup>st</sup> August in each year for the purpose rule 8.2.1 a parcel of shares shall be increased by 50

3. That the Secretary of Darcsfield Co-operative Limited be advised accordingly  
**Motion moved** by F Dibble Seconded by P Langton Carried. This will now go to the Darcsfield Co-op for approval.

Meeting closed at 2050hrs. *Next general meeting Wednesday 6<sup>th</sup> July 2005 at Marcus Rd. Dingley 2000hrs.*

Roger Chapman thanked the members of P&DARCS for allowing them to use our field for the Helicopter Spectacular.

Roger then proceeded with the help of some of the helicopter Club members to demonstrate small indoor electric helicopters There was also a simulator to try your skill at flying these aircraft. A good talk to finish off the meeting.



## P&DARCS 100 Lap Pylon Race Sunday 10<sup>th</sup> July

If you are a novice, intermediate or expert flyer why not give pylon a go? Believe it or Not the 100 lapper is one of the best ways to test the water for this exciting discipline.

If you have any interest at all in Pylon racing come along and give it a go. If you are not brave enough to commit to flight then come along and watch or lend a hand.

In the 100 Lap pylon there is a class of racing to suit everyone.

3 Classes

- Novice. For those who don't fly pylon, ARF Planes and Trainers
- Sport. For those who have aircraft like Stik's, Extras ARF's and quickie 500 style of models and have flown pylon with these slower models.
- Open. For those who fly pylon or have fast aircraft with high-powered sports motors such as Rossi, Picco, Nelson or any motor with a tuned pipe. Any Size plane or motor can be used in open.

The basic rules of all classes is 100 laps must be flown interspaced with 10 Pit Stops. Fastest times take the Trophy.

## Department of Infrastructure

Some of you may be wondering what the club is constructing between the main large water tank and the intersecting car park & right hand north south runway gutter drains.



We are improving the water collection system, which we've installed in the past months, all the ground run off water that runs down the gutters and away into the levy bank drain will no longer go to waste.

We are currently installing a wastewater collection system, all the water that runs down the ground gutters will be collected via an under ground tank and then be pumped back to the large steel tank for our irrigation system to be used during the summer periods.

Water is a valuable resource, so we will continue to look into more environmentally friendly ways of harvesting the rain water that falls on our property. Our mission is to keep our run ways green and crack free during the warmer summer months. This will lead to better runway surfaces all year round for us to use.

## Safety Officers Report

A few weekends ago we had a very serious safety incident at the field. It involved two young children and could have ended very badly. Luckily for all involved it didn't we can all know talk about it.

We had a young family come down to the field that had been invited by fellow modeller to watch the usual Saturday's events. I watched the story unfold before my eyes as did others that were sitting with me.

A model was started with the young kids wandering around in close proximity to the now running model, the model was picked up and carried out to the east-west strip. While the model was being carried out the kids were trying to feel the air blast from the propeller. The kids were then witnessed trying to placing their hands/fingers between the models leading edge and the running motor whilst the model was being walked out to the strip. A number of frantic calls to alert the owner of the model were made. Fortunately, the kids were pulled away just in time to prevent a serious accident from happening. Imagine what could have happened!

Remember if you have guests down at the field please point out the dangers of running model aero engines. It is your responsibility to look out for their safety. Please be particularly careful when there are young kids around, they do not understand the dangers of running model aero engines. Make sure that they are standing away from the model when it is being started and when it is running..

Till next month, Happy landings  
Paul Somerville

## Registrars

### MISSING IN ACTION!!!

Dear Club Members,  
A number of members have misplaced their General Access Field Keys and asked for them to be replaced. Accidents do happen, as we all know, but as the club grows the cost of supplying keys within the

fee structure and then replacing lost keys at \$10 each, is quite an expense.

If for any reason you are holding a No.03 key and are not using it because you have joined the famous Mower-men ranks and have the privileged No.08 key!!, or for some other reason you have a spare Club key, *pleeeeee* pop it in an envelope and return to the Club address following:-

The Registrar  
P & DARCS  
MDC 131 Cranbourne  
Victoria 3977

With much appreciation,  
The Committee.

## Monty Tyrrell

That well known Movie producer Frank Dibble has put together a highlight DVD of the Monty Tyrrell Scale Rally 2005. The DVD runs for 18minutes and Frank will be happy to relevel you of \$9.95 if you would like a copy.

Frank will be bringing some copies to our next club meeting.

## Happy Birthday

Whose birthday I hear you ask?  
"Ours!!" says I.

That's right you may not realize it but P&DARCS will be 40 years old this year. August 31<sup>st</sup> is the official date. So watch out for details of our celebration event.



It will really be up to your incoming committee to decide on the type of event. I would think that it will be an internal club day something like the 100 years of flight evening we had. But who knows.

## Airconditioning

It was agreed at our last committee meeting that we will purchase a reverse cycle airconditioner for the club house. This should make it nice and comfy all year round for our "older member" ie all of us. If we have an Airconditioning installer within our ranks we would be pleased to hear from you.

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

Wednesday 3<sup>rd</sup> August 2005, 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 for you.

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

## Building

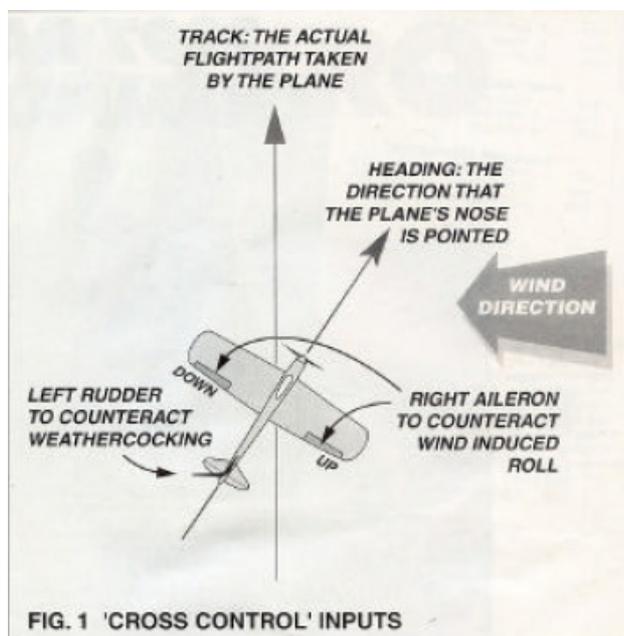
*ARF Gee Bee 120 Y Winter Maintenance Tips.  
By Dirty Harry ( Peter Harrison)*

Inspect your 80" Gee Bee 120 Y ARF, this winter because I recommend the following safety precautions:

- ➔ Inspect the two Main Wing Ribs near the firewall tabs to ensure the ribs are not pulling away from the wing skins. If main ribs are loose, excavate openings in the main ribs and glue hardwood blocks to skin and ribs inside front part of wing in front of main spar and then reseal rib.
- ➔ Make the edges of the openings and the edges of the new ply replacement plugs tapered for strength to stop plugs going into the wing.
- ➔ When 3 hour araldite glue is set, pre-drill into blocks inside wing and insert counter sunk steel Philips panel screws through ribs into the blocks.
- ➔ Also, remove the spats & the wheel wires from the wing. Inspect under the wheel end of the torsion wires and see if they are pounding their way out the back of the grooved wood blocks.
- ➔ I replaced the U/c blocks on my Gee Bee Y. The original grooved part of the wood torsion blocks is only approx 3mm thick and cannot take the pounding.
- ➔ Make the back of the groove a bit thicker so it will not pound through again.
- ➔ Redrill the torsion hole before you reglue the blocks into the wing ribs.
- ➔ Cut new grooved torsion blocks out of the arms, legs or rails from old settees or easy chairs.
- ➔ This wood is usually beautiful furniture grade wood such as Qld rainforest maple which is now unobtainable.
- ➔ Also re-glue your delaminated rubber tyres back together with black flex super glue.

### During take-off

The effects of engine torque increases with the speed of the prop - more revs, more torque (during initial roll-out), only minimizing when a stable cruise speed has been achieved after climb out. Some aircraft designs, usually smaller aircraft, incorporate right thrust into the airframe to counteract this effect, but as the turning moment varies through the rev range, a fixed offset can only be a happy medium, still requiring a little rudder movement during the take-off run, as already mentioned. Larger models generally are designed with zero-zero thrust lines, necessitating effective rudder use. Whilst talking to the pilot of a full size P51 at a war birds meet recently, he revealed that he had to almost stand on the right hand rudder pedal during takeoff, just to keep the plane in a straight line. With a model, the amount of rudder you need to hold in depends on the size of the engine, the size of the prop and, of course, the size of the rudder! The amount fed in will decrease as speed builds up, but be prepared to hold in a little until cruise speed is reached.



### Use in flight

Consider two aircraft turning, one with rudder, one without. The one not using rudder turns much steeper than the one using it. Put simply, the rudder induces yaw and turns the aircraft, the ailerons roll the a/c, needing elevator input to pull the a/c around.

**A proper, coordinated, turn should begin with rudder followed by minimal aileron, in the direction of the turn, producing a flatter turn and maintaining maximum lift from the wings.**

This can be crucial on landing approaches, at slow speed and or under windy conditions. Rudder is also required when flying crosswind maneuvers. Try a loop in a high crosswind and the plane will not track well, through the loop. Do the loop feeding in rudder towards the direction of the wind and you will find that the tracking will improve, despite the wind. Rudder is obviously used in varying degrees in aerobatic maneuvers. Truly axial rolls do need coordinated rudder and elevator inputs, in knife edge, the role of elevator and rudder are reversed and in a stall turn, full rudder is usually needed to turn the plane around its wing tip.

## Flying

*This article was taken from Radio Modeller Volume 32 Issue 12 November 1997, which was based on an article by Jim Sandquist, published in Scale R/C Modeller; Challenge Publications Inc. USA.*

*I actually picked it up from the Ballarat Model Clubs newsletter, Ed*

### Use 'yaw' rudder

R/C fliers generally learn to fly using aileron, elevator and throttle. Little use is made of the left stick (Mode 2) other than to use it for the throttle and ground steering. The growing popularity for 3 channel a/c, i.e. throttle, aileron and elevator, dispenses with the rudder altogether.

However, it is important to realise that as model aircraft get BIGGER, they act more and more like their full-size brothers. No pilot of a full-size a/c would contemplate making a flight without ever using his or her rudder, yet modellers do it all the time, and wonder why they can't fly and land consistently

Continued from previous page

**Do a quick survey of your club mates and find out how many use rudder to turn - not many I'll bet!**

I'm always amazed at the number of pilots who have minor (and sometimes fatal) accidents while landing, especially when dealing with a crosswind. Too often, pilots having set up for a landing, try to correct being blown slightly off track, by using ailerons. This causes the upwind wing to drop and catch more wind, accelerating the roll. A few feet off the ground, on a landing approach, is not a good place to execute a roll! You may be lucky and get away with it, but if you carry on like that, sure as eggs are eggs, CRUNCH!

Let's talk our way through an improved procedure. Assume that the wind is fairly strong, coming from the RIGHT. Having got into landing set up and turned into final approach, the plane will tend to 'weathercock' into wind (see fig.1). To counteract this, you need to feed in LEFT rudder, to maintain the aircraft on track to touchdown. This input will also cause the RIGHT wing to come up. To prevent the aircraft rolling to the LEFT, you will have to feed in a little opposite (RIGHT) aileron, to correct this tendency.

Remember though, that increased deflections of the control surfaces at this speed and height causes significant drag, so, to keep the dreaded stall at bay, additional power may be needed, through to touch down. Sounds difficult? This is the classic 'crossed-control' approach, which should be high on your list of flying techniques to master.

**Practice then practice some more...**

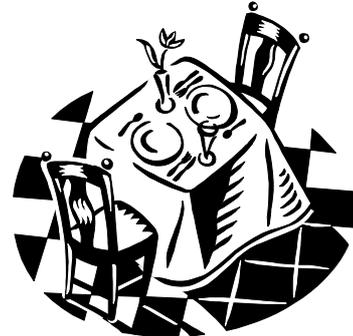
A high wing plane with a large rudder is the best combination to practice using the rudder. Start by flying left hand circuits (i.e. with the engine torque), starting the turn by consciously feeding in a little left rudder, followed by a little amount of left aileron. You will find that the turn will be flatter than that with ailerons alone. When comfortable with this, change to right hand circuits (i.e. against the torque) and do the same, feeding in rudder first, followed by a little aileron (the amount of movement necessary will probably be different, due to the effects of engine/prop torque). Practice figure eight's until using rudder becomes comfortable and almost second nature to you. Now we can think about crosswind landings.

Practice crosswind approaches at a safe height first, until you can consistently keep on track across the face of the wind, using the 'crossed control' technique. Fly both ways across the wind (pick a day when there's hardly anyone else there, to avoid becoming unpopular!), to practice rudder/aileron inputs and don't attempt a deliberate crosswind landing until you are happy that you can keep her on track, either way. This is very good practice for the day that you have no alternative BUT to land crosswind. Learning to fly the rudder is not a lot of fun, because it forces us to return to some of the basics that we thought we had mastered, but taking the time to do so is very rewarding. You'll be amazed at how much better a flier you'll be, once you become proficient with it's use.

# Culture Corner

## THE DINNER PARTY

By Pearl Wordsworthless



The guests have arrived all looking so bright  
Not the affair to have every night  
With hors'dovres and sherry the talk turns to flying  
Some women I know find all this quite trying

Then on to the entrée, white wine and some soup  
The head of the table tells of his first loop  
Souffle is now served as light as a feather  
The claret is now poured , the steak tasted like leather

A pattern flyer gives all present his view  
The ladies retire to visit the loo  
The sweets are offered , some cheese and some greens  
The latest comp winner just sits there and preens

Liquors and coffee , cigarettes and cigars  
The talk now turns from choppers to cars  
Another wife dozes , spouse yells lets go home  
The last guest has gone and we are alone

I tidy the kitchen , replace all the lids  
Quietly tiptoe to check all the kids  
Longingly think of my love now in bed  
Says " must get my rest "Flying tomorrow with Fred .

### Plans for Sale

<b>Mooney M20K - Executive Light plane</b>	<b>\$25-00</b>	1/5 scale, 88 inch wingspan, 61 inches fuse length, retracts and flaps shown, suit a 90-120 size motor.
<b>Weeks Solution - Aerobatic Biplane (plan plus canopy)</b>	<b>\$ 75-00</b>	77 inch wingspan, 74 inches fuse length, suits a Zenoah G62 or a DA50 would be ok
<b>Starduster Too - sport scale Biplane</b>	<b>\$25-00</b>	RCM Plan, 72 inch span, suit a 1.60-1.80 size motor
<b>Fiat G.55 Centauro Italian Fighter</b>	<b>\$30-00</b>	RCM Plan and documentation book, 88 inch wingspan, 73.5 inch fuse length, retracts and flaps shown, suit 1.60 -3.2 size motors.

Contact Dale Nicholls, ph (AH) 9807-1108

# Up Up and Aw....oops



Take 1.....



Take 2



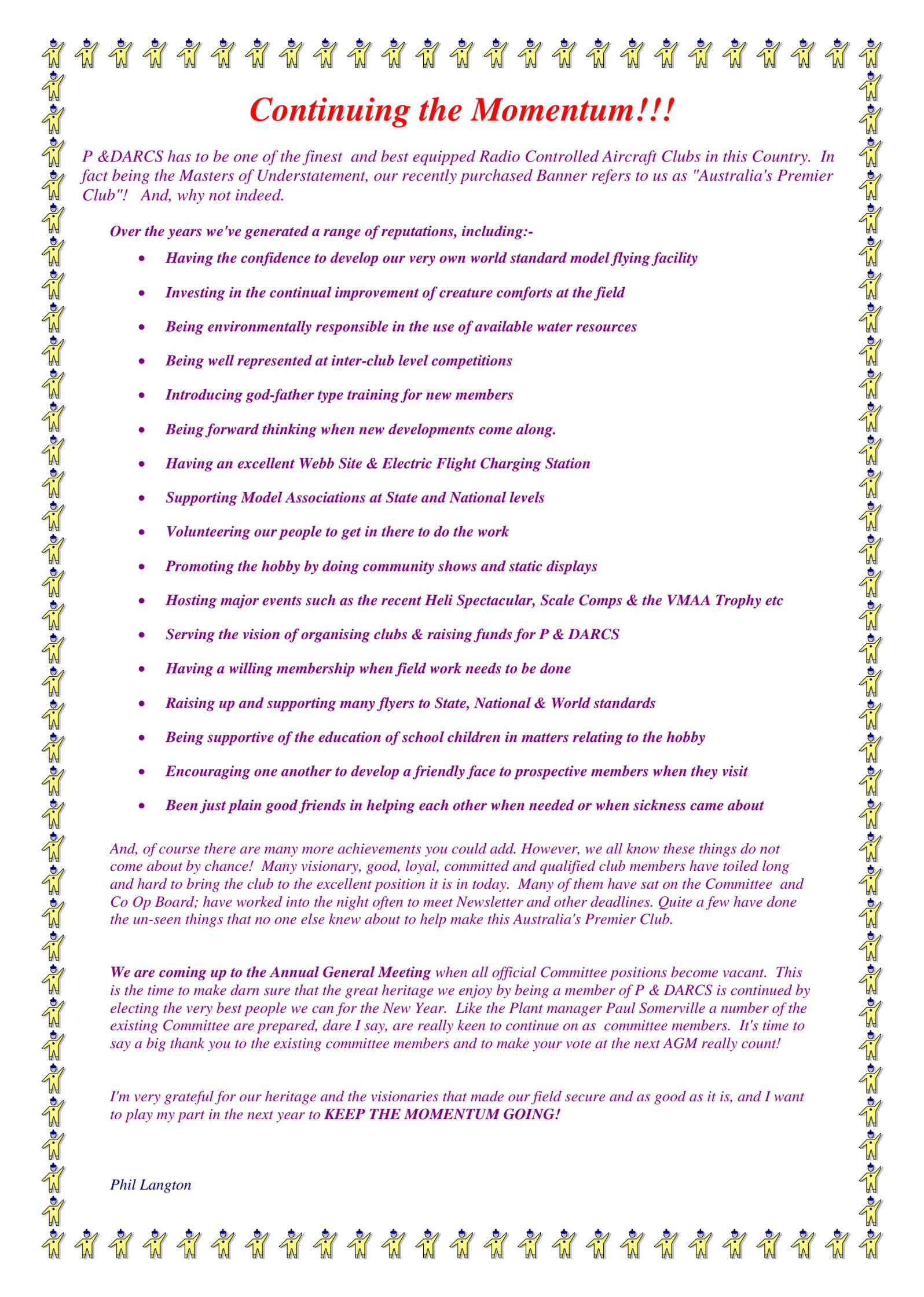
Hmmm, I think kites fly better with strings



Discussing Launch Techniques at the Hobbyman Indoor meet



The Hobbyman Indoor event is on the last Sunday of each month.  
10 Plunkett Rd Dandenong ( Roller Rink) 6pm -9pm  
for details call Davin or Smouty 9794 5999



# *Continuing the Momentum!!!*

*P & DARCS has to be one of the finest and best equipped Radio Controlled Aircraft Clubs in this Country. In fact being the Masters of Understatement, our recently purchased Banner refers to us as "Australia's Premier Club"! And, why not indeed.*

*Over the years we've generated a range of reputations, including:-*

- Having the confidence to develop our very own world standard model flying facility*
- Investing in the continual improvement of creature comforts at the field*
- Being environmentally responsible in the use of available water resources*
- Being well represented at inter-club level competitions*
- Introducing god-father type training for new members*
- Being forward thinking when new developments come along.*
- Having an excellent Webb Site & Electric Flight Charging Station*
- Supporting Model Associations at State and National levels*
- Volunteering our people to get in there to do the work*
- Promoting the hobby by doing community shows and static displays*
- Hosting major events such as the recent Heli Spectacular, Scale Comps & the VMAA Trophy etc*
- Serving the vision of organising clubs & raising funds for P & DARCS*
- Having a willing membership when field work needs to be done*
- Raising up and supporting many flyers to State, National & World standards*
- Being supportive of the education of school children in matters relating to the hobby*
- Encouraging one another to develop a friendly face to prospective members when they visit*
- Been just plain good friends in helping each other when needed or when sickness came about*

*And, of course there are many more achievements you could add. However, we all know these things do not come about by chance! Many visionary, good, loyal, committed and qualified club members have toiled long and hard to bring the club to the excellent position it is in today. Many of them have sat on the Committee and Co Op Board; have worked into the night often to meet Newsletter and other deadlines. Quite a few have done the un-seen things that no one else knew about to help make this Australia's Premier Club.*

***We are coming up to the Annual General Meeting** when all official Committee positions become vacant. This is the time to make darn sure that the great heritage we enjoy by being a member of P & DARCS is continued by electing the very best people we can for the New Year. Like the Plant manager Paul Somerville a number of the existing Committee are prepared, dare I say, are really keen to continue on as committee members. It's time to say a big thank you to the existing committee members and to make your vote at the next AGM really count!*

*I'm very grateful for our heritage and the visionaries that made our field secure and as good as it is, and I want to play my part in the next year to **KEEP THE MOMENTUM GOING!***

*Phil Langton*



# Weapon of Grass Destruction

## In Appreciation of a Wheelhorse

For some time a number of the "mowermen" have felt that mowing the pit area with the Kubota Mower was not satisfactory. Whilst the large mower has proven its worth on the main strips it does tend to tear into the ground when turning tight corners such as are necessary in the pits. The Club bought a mulching mower apparently for this job, which again is OK for small areas, however, to do the pit area totally with this push mower takes more than 1 & 1/2 hours. Further, the average age of the "Mowermen Team" must be well on the wrong side of half a Century and complaints of aching joints and bones is rife!!!

Then, came the shade and Hay shed structures, and aren't they great. No complaints here at all, only praise for the Chiselett Team, the Committee and supporting Membership.

However, it was becoming appropriate to consider mowing the pits with a small ride on mower. Several proposals were put to the Committee, but none got up, and in any case we needed to spend our hard earned money on higher priorities.

Then came the Scottish solution. Frank and Lilian Connelly found they no longer needed their trusty *Toro Wheel Horse ride-on mower*. Knowing the plight of the elderly mowermen, (being somewhat of a similar vintage,) they decided to donate their mower to the Club in an attempt to extend the 'use by dates' of the team!!



As soon as the Committee became aware of this generous offer two of the intrepid committee men steamed up to Dalesford to receive the machine. (See it right on arrival at the field.)

So, on behalf of the whole club, committee, members AND of course the mower men, we pass on our thanks to Frank and Lilian for this timely gift. We appreciate it very much.



Phil Wobblyknees Langton.

## This Month... in 1912

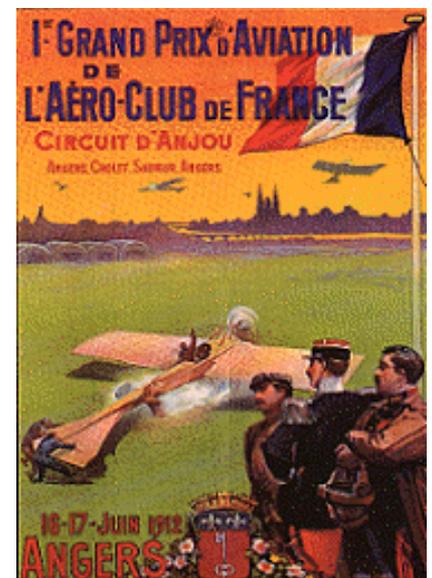
Young pilot Roland Garros battled through the elements to win the French Aero-Club's *Prix d'Anjou*.

The race had started on 16<sup>th</sup> June as the annual *Grand Prix de l'Aéro-Club de France* over a 190 km (120 mile.) triangular course. Angers - Cholet - Saumur, but conditions were so severe that overnight the rules had to be changed and the race shortened in the interests of safety.

Of the six starters (who included Gustav Hamel), only two completed the first day's flying. Garros had taken off in a 43 mph (72 kmh) gale, flown through a downpour and been engulfed by a hailstorm. Each lap of the course took him about 2.5 hours to complete. "The third lap was a sweet relaxation compared to the first two," he recalled. His machine was a lightened 50 hp Gnome *Blériot XI*, which was supervised in the field by a team of mechanics led by Louis Blériot in person.

On the second day, the weather was kinder and Garros was able to complete a further four laps to claim the 75,000 franc prize. He also cemented his reputation as an excellent pilot and impressed the military with the *Blériot's* ability to fly in any weather with a heavy load of petrol.

Frank E Dibble



# Club calendar for 2005-2006 Please note some dates are still to be confirmed

Month	Date(s)	Day(s)	Location	Details	
August	3	Wed	Dingley	Club Meeting - AGM	
	10	Wed	Dingley	Committee meeting	
Sept	7	Wed	Dingley	Club Meeting - Auction	
	14	Wed	Dingley	Committee meeting	
	17-18	Sat-Sun	Burley Field	Scale Aerobatics - State Championships	
Oct	5	Wed	Dingley	Club Meeting	
	9	Sun	Burley Field	<b>Interclub team Challenge</b>	
	12	Wed	Dingley	Committee meeting	
Nov	1	Tue		Melbourne Cup day	
	2	Wed	Dingley	Club Meeting	
	9	Wed	Dingley	Committee meeting	
	27	Sun	Burley Field	<b>Electric Rally</b>	
Dec	3	Sat	Burley Field	Club Meeting	
	4	Sun	Burley Field	Pattern Assoc. Aerobatics	
	7	Wed	Dingley	Committee meeting	
	14	Wed	Burley Field	<b>Twilight Fly-In</b>	
		Sun-Tue		Christmas	
Jan	2	Mon		New Years Day holiday	
	15	Sun	Burley Field	Roy Robertson Trophy	
	26	Thu		Australia Day	
Feb	5	Sun	Burley Field	Club Meeting	
	8	Wed	Dingley	Committee meeting	
	26?	Sun	Burley Field	Monty Tyrell Scale Rally	TBC
	26?	Sun	Pt. Cook	Pt. Cook Airshow ???	Likely date RAAF museum
Mar	4	Sat	Burley Field	Club Meeting	
	8	Wed	Dingley	Committee meeting	
	11-13	Sat-Mon		Labour Day Weekend	
	15-26	Wed-Sun		Commonwealth Games	
	19	Sun	Tyabb	Airshow ???	TBC
	30/3-2/4	Thu-Sun		Grand Prix	
April	2	Sun	Burley Field	Club Meeting	
	8-9	Sat-Sun	Burley Field	<b>VMAA Trophy</b>	
	12	Wed	Dingley	Committee meeting	
	14-17	Fri-Mon		Easter	
	23	Sun	Burley Field	ARF - Fly-In	
	25	Tue		Anzac Day	
May	6	Sat	Burley Field	Club Meeting	
	7	Sun		Mother's Day	
	10	Wed	Dingley	Committee meeting	
	13-14	Sat-Sun	Pakenham	Model Show	
	14	Sun	Burley Field	VFSAA Scale rally	
June	7	Wed	Dingley	Club Meeting	
	10-12	Sat-Mon		Queens Birthday weekend	
	14	Wed	Dingley	Committee meeting	
	18	Sun	Burley Field	<b>100 Lap Pylon</b>	
July	5	Wed	Dingley	Club Meeting	
	12	Wed	Dingley	Committee meeting	



# Interclub Team Challenge 2005

## 9<sup>th</sup> October 2005

### P&DARCS Burley Field

Model aircraft flying is by its very nature is a solitary affair. You are the builder, pilot, navigator and flight engineer. Therefore most events and competitions cater just for you, the pilot and your plane against the other competitors. Notable exceptions are perhaps Pylon racing where a caller is essential and the annual VMAA Trophy event where clubs enter as teams.

The **INTERCLUB TEAM CHALLENGE** is designed to introduce the team spirit to the sport flyer. A team will consist of 2 pilots which will share the flying equally. It will be important to work as a team as the only score is a team score.

Over the next 3 months I will release further bulletins in this newsletter to keep you informed about the progress of the event. You can also log on to our website [www.pdarcs.com.au](http://www.pdarcs.com.au) to download this information. Pre-entry is the only way your team can partake.

**Entries close 30<sup>th</sup> September 2005**

Suggested timetable for the Interclub Team Challenge:

1. **Choose a fellow club member** to be the partner in your team.
2. **Select a team name.** This is important as well as fun. From now on the name will be your team's identity.
3. **Enter your team.** You can enter via the whiteboard in the clubhouse, the website, by phone or e-mail. Please enter as soon as you have your team and a name. I will publish the teams, as they enter, in this bulletin in order to encourage other entrants.
4. **Start practicing.** Practice makes perfect. Flying as part of a team is pretty new to all of us and without practice other teams will eat you alive.
5. **Have fun!** This is the main objective.

#### The Event

Pilots briefing will be at 10.15 with flying commencing at 10.30.

Two different flying programs are scheduled. Depending on time and the number of teams entered, each will be flown one or more times.

**Program 1** will be revealed in this bulletin with **program 2** following next month.

Lunch will be from 12.00 to 12.45 and provided by our chef extraordinaire, **GWEN ROBINSON**, who will serve her famous Meat and Vegetable Soup in the clubhouse.

Flying will recommence at 12.45 until about 4.00 when the winning team and the other place getters are announced.

**An entry fee of \$10 per team will cover prizes as well as your lunch.**

#### The Program

**Program 1** is a basic, simple aerobatic schedule, which can be flown with any fixed wing model aircraft.

**The Team takes off**, either simultaneous or no more than 5 seconds apart.

**Team member 1** lines up and flies **2 consecutive loops** in front of the judges

**Team member 2** will then line up and show the judges **two axial rolls**.

**Team member 1** will continue the program with the **Immelman turn** and **split-S** and so forth until the schedule has been completed.

**Landing of the team** should be no further than 15 seconds apart from each other.

**Note:** The idea here would be for the team to space themselves in such a way that when Team member1 is performing in front of the judges, Team member 2 is on the downwind and ready to start his maneuver when Team1 departs the display area.

#### The Schedule:

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1: <b>Two consecutive loops</b></li> <li>3: <b>Immelman turn</b> followed by a <b>Split S</b></li> <li>5: <b>Inverted straight flight</b></li> </ol> | <ol style="list-style-type: none"> <li>2: <b>Two axial rolls</b></li> <li>4: <b>Cuban 8</b></li> <li>6: <b>One vertical roll</b> (up or down)</li> </ol> |
|---|--|

Time allocated: **10 minutes**

#### The Judging:

The flight will be judged on a scale from 1 to 10 for take offs, maneuvers and landings.

The judges will be briefed to take note of the positioning of the maneuver, the uniformity of the display between the team members and the overall performance as a team. Maneuvers outside the 10min time frame score 0.

More info at the monthly meeting and in the next newsletter

Your Team Challenge 2005 Contest Director Roly Gaumann

For entries contact me on Mob: 0411 550481, Home: 5968 3791,  
E-mail: [proconsol@bigpond.com](mailto:proconsol@bigpond.com) or the website: [www.pdarcs.com.au](http://www.pdarcs.com.au)

## Addie's Hobbies

The biggest little hobby shop in town...



If it's available in Australia and we haven't got it, we can get it!

We stock all well known brands of aircraft, radios, engines and accessories



Bulk fuels.



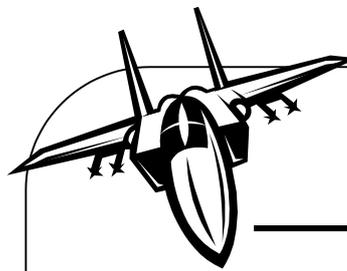
**Special for the month**

Stocktake stock reduction Sale.....

Call us for pricing on Radios, Engines and Aircraft Kits



Contact Addie Hampson  
641A Nepean Highway, Carrum.  
Phone/Fax 9773 3955



## The HobbyMan

46 McCrae Street  
Dandenong

Come in and Check out our Ever Expanding Range.

*Now Stocking VMAR, PHOENIX,  
SEAGULL, GREAT PLANES & KYOSHO*

*Dubro Accessories*

*Electric Flight*

*OS, Saito, JR, Hi-Tech, GWS*

**(03) 9794 5999**

**(03) 9793 9108 fax**

See the guys at the Hobbyman for your next Model

*On Sale until sold out  
SHOCK FLYERS 50% off.*



Join the EEF Academy today .....  
and get ongoing practical help, advice and  
discount on E shop prices !!!!!

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

Visit our On Line Shop for specialist electric flight kits,  
gear and accessories  
P.O Box 491

Braeside Mail Centre  
Vic 3195 Australia

E: [sales-info@easyelectricflight.com](mailto:sales-info@easyelectricflight.com)

T: 03 9587 4826 F: 03 9587 5404

Easy Electric Flight ABN 61 679 987 593



### P&DARCS Newsletter

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

Postage

Paid

Australia