



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER MARCH 2018



David Chivers nice Corsair, on final approach, everything down, November last year

Photo : Andrew Mysliborski

**Next Club meeting, Saturday 3rd March
At the Burley Field, 1-00pm start**

BURLEY FIELD

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www.pdarcs.com.au

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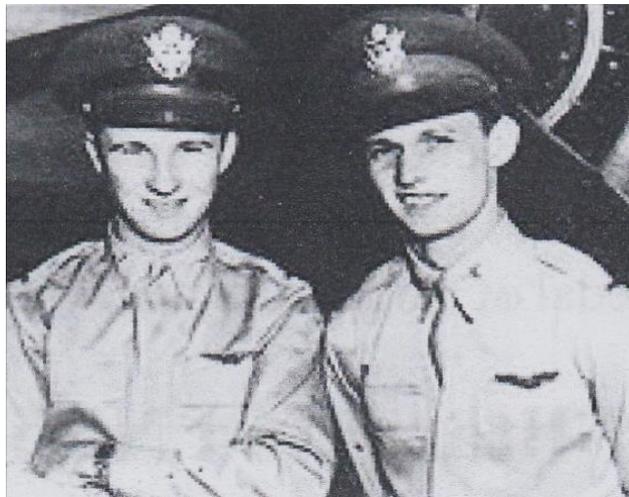
EDITOR'S BIT

Interesting WW2 information from **Daryl Slade**

"TORA! TORA! TORA!"

2nd Lieutenants (2Lts) Taylor and Welch, United States Army Air Corps (AAC), awoke on the morning of 7 December 1941 at Wheeler Army Airfield, Honolulu, Hawaii, to the sound of low flying aircraft and loud explosions heralding the Japanese air attack on Pearl Harbor. Taylor donned his tuxedo pants, worn at an officers' club party the night before, phoned Haleiwa Auxiliary Airfield where 18 P- 40B fighters were located and told the ground crew to 'prep' two fighters for action. Taylor had no orders to do so! Both pilots then sped at over 100 mph to the airfield in Taylor's new Buick being strafed on the way. On arrival they boarded their Curtis P- 40B Warhawks, took off and engaged the Japanese.

Interested? Then refer to Page 10



2Lts Taylor and Welch

Frank McPherson Editor

WHAT'S ON At P&DARCS 2017

Look in the Club Calendar on page 16

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NOTICES

APA Invitation to Members

Australian Precision Aerobatics are holding their Masters World Cup Event at our field on the Labour Day weekend in March (from Friday 9th to Monday 12th) Field will be closed during this time.

The APA have invited our members to attend their Pizza Night on Friday 9th March to meet the international and interstate competitors.

Please bring along your night flyers for a bit of fun.

Please advise if you will be attending by sending an email to events@pdarcs.com.au or by ringing Norm Morrish on 0418 586 406.

Booking must be received by Saturday 3rd March

SOME OF THE OTHER



FIELD MANAGER

Hi Everyone,

Hope you all have survived the heat and strong winds. The runways have survived the heat with minimal watering from the sprinklers. The tanks are 2/3 rd full. There is small cracking on the East and Main runways which will be filled in before end of Feb. This time last year we had huge cracking so what we are doing is certainly working. The soil expert said last year the cracking in Peat clay will be easy to fix with calcinated lime. Looks like she was correct.

We have not sighted any Black African Beetles so our poison is also working. This year we will continue with more ingredient applications and will fill in some low areas with good top soil prior to the growing season in August. At the same time we will kill off all the coarse Kikuyu couch on the runways and sow new seed.

A big thankyou to our member Brian Raw who used his crane truck to remove all the old concrete pipes off site and take to a recycling depot in Lyndhurst. His crane made the job easy. The old pipes always made the place look untidy. We have just installed 30kmh speed signs for our driveway, so please try to keep to this speed to reduce the amount of potholes and spreading stones onto the grass beside the drive. The mower blades need regular sharpening when trying to cut stones. Some good news is the Cardinia Shire have applied 6 inches of fine crushed rock to the entire length of Wenn Rd and it is great to drive along without dust. Less car washing means more modelling time.

Norm Morrish Field Manager



Brian loading up the old pipes for recycling



Our new speed limit

SECRETARY

General meeting held Sunday 4th February 2018
at the club rooms Burley Field Cardinia

Minutes taken by D White Members Present 32
Meeting opened at 1300hrs.

Committee members present.

A Foley(President) P Harris(Treasurer) R Till(Registrar)
N Morrish(Field Manager) A Coleman(Safety Officer)
D White(Social Secretary)F McPherson(Editor)

Apologies. I Chiselett A Smallridge D Walsh D Jenkins
Visitor. M White

Reports.

President. All visitors who are members of other clubs must be signed in by a financial member of P&DARCS.

Visitors from other clubs are permitted to fly at our club no more than 4 times per year.

Secretary. Members of P&DARCS are invited on Friday 9th March for a social evening with the pilots of A.P.A prior the competition on the week end.

Thank you letters sent to the sponsors of P&DARCS.

Treasurer. Income has exceeded expectations (new members) finances are good.

Registrar. 6 new members this month. MAAA qualifications to be in the news letter of current members.

Facilities Manager. Shower heater faulty and has been replaced. Hot water unit to be moved from over the sink to a safer place in the sink area. The floor hot water unit to be replaced with a new unit.

There are very few cracks now appearing on the runways, thanks to mower men for keeping the runways and pits in good shape.

Safety Officer. It has been noticed that some pilots are flying over part of the pits whilst cutting corners at the end of runways, this practice is to cease for safety reasons.(Club rule no flying over any part of the pits)

Editor. Welcomes any interesting and sensible articles for the news letter.

Webmaster. Apologies nil to report.

Social Secretary. Disappointed that only 8 members attended the Point Cook museum, a good day was had by members at the venue, a great number of aircraft seen including a restoration of a Mosquito. Will be looking for something different for the next outing, suggesting a look at the steam driven units, will inform members later.

Club Captain. VMAA trophy weekend, looking for members to assist in time keeping and mechanics to assist our competitors. as well members to support the team.

Up coming events.

March 9th -12th A.P.A. competition approximately 45 competitors some from overseas. members of our club are invited to attend a social night at the club with pilots of the comp. on Friday 9th prior to the comp.(? pizza night)

Monty Tyrell Scale Rally Sunday April 8th 2018.Trophies will be awarded to 1st place only in the various categories, a gate fee of \$5 which includes flying entry and a raffle ticket.

Thanks to I Chiselett and A Smallridge for running this event.

New Club Members. A letter sent to new members by the Registrar contains information on their club membership. If the member has any questions he should direct them to the Registrar.

Noise level. Pilots are reminded to keep I.C noise level to a minimum, we do have neighbors who will complain if the noise level is too loud, visiting pilots may not be aware of this and any visiting flyer must be told of this situation, If the noise level is not controlled this could be detrimental to the clubs well being.

General Business

P Harrison, raised 3 items

1. 10 year share payoff should be stopped
2. Old shed roof sheets are loose
3. Requested copy of that Registrar sends to new members

All above items to be discussed at Committee

Meeting closed at 1430hrs.

Next General meeting. Saturday 3rd March 2018 at the Burley Field 1300hrs.

Next Committee Meeting. Thursday 22nd February 2018 at the Burley field 1930hrs.

David Walsh Secretary

CLUB TEAM CAPTAIN

VMAA TROPHY Weekend

It's at Burley Field this year on the weekend of 21-22nd April 2018 and once again we will be defending the title. Being at our field this year it will be great to see a large backing from our membership to support the team. A lot of work has already been done in preparation of the event. Numerous members have assisted in the preparation of models and the donation of preloved parts. A special thanks to Frank McPherson for the manufacturing of corflute models for the crash and burn events. We have now have five models prepared and tested for the Combat, Musical Landing and limbo events. There have been some changes to the events again this year with the addition of an additional fun fly event and the withdrawal of the Old Timer event and as per last year the Helicopter events continue with a single timed hover event.

The Program of events will be as follows: -

Saturday	Events	Pilots
	Combat	Chris Caulcutt
	Helicopter	Rameesha DeSilva
	Scale Aerobatics	Cliff McIver
	Bomb Drop	Paul Somerville
	Thermal Glider	Steve Malcman
	Fun scale	Cliff McIver
Sunday	Electric Glider	Glenn Orchard
	Fun Fly(Loops & Rolls)	Cliff McIver
	Sports Limbo	David Chivers
	Musical Landings	Norm Morrish

The events listed for each day will not necessarily be in the order as listed, they may alter according to the weather conditions.

At this stage we have a full team of pilots that have volunteered to represent the club and have been practicing over the past couple of months.

As well as pilots we need mechanics, time keepers and judges. Members interested in representing and supporting our club at this event please contact:-

Peter Harris Club Team Captain 0425 857 152

See page 8 for main flyer

REGISTRAR

New Member Application

- Craig Fitzsimons, Pakenham - Probationary
- Adam Barker, Pakenham - Probationary

Any objections to this member application may be raised by sending in an official objection in writing to the Secretary. Note that only FULL members have the right to raise an objection.

Inductions/Orientation

No inductions are outstanding

This is an important process as it ensures that new members are aware of how the Club operates and is intended to save future problems for both the new member and the Club. Club badges and keys will not be issued to new members until they have attended an induction.

MAAA Qualifications

Congratulations to the following:

Hung Tran – Silver Wings

Changes to your contact information

Please remember to keep me up to date with changes for contact details, especially **email** changes as this is our preferred method of keeping in touch with you.

Membership status

These figures only include forms received by the Registrar

	Paid 2017/18	Unpaid	Last Year
Full	94	8	96
Associate	8	6	10
Junior	4	1	3
Life	3		3
Pensioner	25	1	26
Probationary	14		13
Prospective	5		
Student	0		
Spouse	1		1
Honorary	0		2
Total	154	16*	154

* includes 7 resigned

Rob Till Registrar



P&DARCS

Pakenham and District Aircraft Radio Control Society



Monty Tyrell Memorial Scale Rally – Sunday April 8th 2018

Field Location; Wenn Rd. Cardinia, (50K East of Melbourne) Vic



All Scale Aircraft welcome, ARF, Kit built does not matter, just come.

Excellent Trophies

P&DARCS have excellent facilities, including long and wide grass runways and several 12 and 240volt electric charging stations. Come and have a great days flying.

- Flying starts at 9-00am.
- No documentation required – just fly and have fun.
- Bring lots of aircraft, any size any type, just scale.
- MAAA cards and Model Permits must be sighted.
- Catering is available.
- See web site, www.pdarcs.com.au/monty , for more information.
- Goodies bag for the first 30 entries.

Come for a great days flying at a great field.

\$5 per car entry/registration fee for pilots and spectators

VMAA Trophy Weekend

21 to 22 April 2018

The aim of this event is to encourage Association Clubs to have a go as a team over the two days. The event has the emphasis on fair play, maximum fun and competition. Junior pilots are welcomed.

The Trophy weekend has been modified to ten (10) events. All rules have been reviewed for the 2018 competition

The Trophy rules make it fair for smaller Clubs to have a go with a good chance of doing well against bigger Clubs. Enter as many events as you can. Your best six of the ten events will count.

A pilot can compete in two events **only but can 'assist'** other pilots in other events. (All Clubs will be asked to provide officials to act as judges or time-keepers for some events.)

Trophy Events:

- Bomb Drop
- Fun Scale
- Helicopter (Timed event)
- Thermal Soaring
- Scale Aerobatics
- Electric Glider
- Fun Fly
- Sports Limbo
- Musical Landings
- Combat

New—Ring In Pilot for teams. Not enough Club Members, why not enter a **Composite VMAA Team**. Rules and conditions for Trophy Weekend are posted on the VMAA Website. www.vmaa.com.au

The event will be held at **P&DARCS, 30 Fowler Road, Cardinia 3978**. Catering provided both days with camping facilities available. Motels and caravan parks are nearby.

ENTRIES CLOSE: Midnight, Sunday 16 April 2018.



If you need further information, please contact the VMAA CD; Joe Finocchiaro on Mobile: 0418 878 168, email contestdirector@vmaa.com.au



Tyabb Air Show



*Sunday 11 March 2018, gates open 8:30am
Mornington Peninsula Airport, Tyabb*

EastLink is a Sponsor of Tyabb Air Show.

Tyabb Air Show is just down the road with EastLink and Peninsula Link.
This year's Tyabb Air Show, "War & Peace" is very special.

It may be the only time this magnificent Melbourne built WWII era Mustang fighter (photo above) is ever seen at an air show in Australia, as it is now for sale on the international market. This is the last manufactured Mustang in the World still flying, delivered to RAAF in July 1951, six years after American production ended.

See it, and hear the roar of the powerful Merlin engine as it performs with many other unique and exciting warbirds from WWI Sopwith fighters to current day ADF aircraft as well as historic and rare civil aircraft to thrill and remind us all of how flying was.

Some of these are planes are very rare, some so rare they are the only operating examples in the world. They are not museum pieces, they fly. So come along on Sunday 11 March and hear the sound of Rolls Royce Merlins, the roar of heavy radial engines, see the smoke, aerobatics and excitement as these planes perform for you.

Ground displays of vintage aircraft, re-enactment camps of WWII and Vietnam war era, flight simulator and commercial displays, visiting aircraft arrivals from 8.30am.

Gates open 8:30am. Flying display starts at 11:30am and concludes at 4pm.

The show will be supported by several car clubs displaying 140 historic and exotic vehicles. Food and drink available.

This is a family-friendly alcohol-free event. No animals (except service dogs).

Bring a blanket or camp chair for your air show viewing comfort!

12,000 people attended the last Tyabb Air Show - a record breaking attendance - so we highly recommend you purchase tickets online at the event website to avoid any queues on the day.

[Visit the event website.](#)

Doug Spencer-Roy

Corporate Affairs & Marketing Manager, EastLink



air bp



EastLink
Time better spent.



WoW1

Wings over Western Port, a fun fly event and Display Day.

Presented by the **Western Port Model Aircraft Club Inc**

Join WPMAC in it's inaugural WoW1, a fun fly weekend get together.
All Pilots, wings status and model types are welcome, Control Line, Planes,
Helicopters, Turbines, Trainers, Scale, Big or Small, Foam or Balsa, Night
flyers, if it flies bring it along, limited camping sites available.



Fun Fly Weekend
Saturday - 14 April 2018
*Fun Fly, BBQ Lunch,
Spit Roast Dinner & Night fly.*

Sunday - 15 April 2018
*Main Display Day.
Open for Public Entry.*

*Pilots/Volunteers, please
register your interest on our
website - www.wpmac.com.au
via our Contact Menu*

*Camping available from Friday Night.
Raffles, Pilots Choice Trophy,
Other interest groups,
a celebration of RC Hobbies.*

**WPMAC - 360 The Esplanade,
Crib Point. Vic. 3919
Mel Ref: 165/C9**



INTERESTING WW2 INFORMATION

From **Daryl Slade** (Continued from page 2)

TORA! TORA! TORA!

2nd Lieutenant Ken Taylor

2nd Lieutenant Ken Taylor was one of the first US pilots to see action in World War II. He scrambled into his P-40 on reaching the auxiliary airfield. He destroyed four enemy aircraft on that day at Pearl Harbor, wearing a pair of tuxedo pants and uniform shirt from a dance, the previous night. He continued to serve in the South Pacific, first as a pilot and operations officer then as a fighter squadron, group and base commander.

He was a technical adviser for the 1970 film 'Tora! Tora! Tora!' in which his character was played by actor Carl Reindel. In the 2001 movie 'Pearl Harbor', actor Ben Affleck played a character based on General Taylor although he was not consulted and considered the film "a piece of trash....oversensationalized and distorted".

After the war he commanded the 4925th Special Test Wing at Kirtland Air Force Base in New Mexico, before becoming Chief of the USAF Plans Branch at the Pentagon. Eventually he moved on to the Alaskan Air Command, becoming Brigadier General retiring from service in 1967. He died at 86 in 2007 and was laid to rest in Arlington National Cemetery.

Awards: Distinguished Service Cross, Distinguished Service Medal, Legion of Merit, Air Medal and a Purple Heart for the injuries he sustained over Pearl Harbor.



2nd Lieutenant George Welch

George Welch was a World War II fighter ace, a Medal of Honor nominee and an experimental aircraft pilot after the war. Welch is best known for being one of the few United States Army Air Corps fighter pilots able to get airborne to engage Japanese forces in the attack on Pearl Harbor and for his work as a test pilot.

Welch retired from the United States Air Force as a major in 1944, and became a test pilot for North American Aviation, receiving some notoriety for reportedly being the first pilot to exceed Mach 1 in the prototype XP-86 Sabre, two weeks before Chuck Yeager's record flight. Controversy exists as to the actual details of the flight and if this flight took place, it is generally not recognized as a record because of a lack of verifiable speed measurement and because the aircraft's highest speeds were attained while diving, whereas Yeager's X-1 completed the feat in level flight.

In 1954, Welch died following a crash in a test flight in a North American F-100 Super Sabre.

Awards: Distinguished Service Cross, Silver Star, Distinguished Flying Cross, Air Medal, American Defense Medal, Asiatic-Pacific Campaign Medal with four battle stars, and Presidential Unit Citation.



Curtis P-40 Tomahawk/Kittyhawk (and variants)

The P-40 was semi-agile at medium to low altitude, as it was originally conceived as a ground support aircraft. It was one of the tightest turning early monoplane designs of the war, though at lower speeds it could not out turn the maneuverable Japanese fighters such as the A6M Zero and the Nakajima Ki-43 'Oscar'. Its, single stage, single speed supercharger meant the P-40 could not compete with the ME-109 at altitude above say 16,000 feet. The Spitfire on the other hand operated very well around 40,000 feet. In the South West Pacific, at low altitude, in its ground attack role it played a significant role in the battle of Milne Bay in New Guinea. RAAF pilots who flew the Kittyhawks included Caldwell, Truscott, Barr, Waddy, Whittle, Gibbs, Gorton, and Waters.



Copy (in part) and pics courtesy Wikipedia

REPORT ON THE NOVEMBER 2017, F3A COMPETTITION HELD IN ARGENTINA

By John Brann

ARGENTINA HERE WE COME!

(Or Judging at the 2017 F3A World Championship)

It all began in November 2016 when I received an email from Argentina. The 2017 F3A World Championship venue as announced back in 2015 became unavailable and the Argentine Federation stepped up to take on the event with less than half the usual planning and preparatory time. They nominated 4-11 November 2017 as the date.

I was asked to submit a resume to be one of the 20 judges. After extensive deliberation which took about 12 seconds (which included conferring with my wife) I decided to do just that. Compiling and despatching the resume took substantially longer than 12 seconds!

In late January 2017 I received the much awaited confirmation that I had been selected in the pool of judges. More importantly I was in the top half of the list which meant if there was a low entry, less than 80, I was still going. With the relatively late venue change to an area considered remote by many Europeans and a date pushing into the northern hemisphere winter the talk was for a low entry.

Finally in August 2017 the list was pared down to 10 judges plus an on-site emergency. I believe there were around 75 flyers entered at that point with 66 actually starting the event compared to the previous event in Switzerland with over 100 starters.

Once I knew I was World Champs bound I was determined to be as proficient a judge as possible so I attended as many F3A competitions as I could to hone my judging skills. Like flying, practise makes perfect when judging. (If only perfect was possible...)

Luckily, the APA was hoping to rollout the new Notaumatic electronic scoring system across Australia and had the units in use at the APA Championships in Albury. Fortunately this was an event I was able to attend and it certainly gave me a head start using Notaumatic.

By the time 27 October arrived we were ready to go although there had been a few changes to the Antipodean teams. One member of the selected Aussie team had already withdrawn months earlier and was replaced by the Team Manager who was the first reserve. Then with days to go a team member fell ill and was banned from flying. Fortunately Scott Kay stepped up from reserve judge and reserve team member to active team member! The Kiwis had a few issues too with their Team Manager also promoted to the Team proper. Scott and Brian (Dooley) did a great job for their respective countries at short notice.

My wife and I spent the days prior to the event getting over the jet lag and sightseeing in Buenos Aires.

On 2nd November we met the other judges, jury members and Notaumatic guru Roland Poidevin at the Holiday Inn near the International Airport before the 5 hour bus trip to our accommodation at village of Carilo, about 20 minutes from the competition site. Carilo is a holiday village with a permanent population of about 800 swelling to 10,000 in holiday season. We arrived about 8pm, at least according to the drivers gps we had arrived! A quick phone call by Mario (the Argentine judge) found the hotel a further 100 metres down the road.

The hotel was very comfortable and although only the owner spoke English the staff were very friendly and accommodating as were all the Argentinian organisers and volunteers.

After 2 days of site inspection, training, opening ceremony, etc we were into the event proper. The first day went smoothly with 35 flights judged in good but slightly breezy weather, typical for the time of year in Argentina. From then onwards the weather was far from typical.

Over the rest of the competition the wind continued to increase in strength and low cloud and rain became concerns for both judges and flyers.

We had flooding rain on the first night of the competition which affected the local roads which meant lengthy detours and twice the travelling time to the competition site.

When we finally arrived at the field there was a delay to disperse some water. Line 1 had 100mm of water in the judges tent while line 2 (my line) only had 50mm of water. The organisers manned the shovels and did some trenching to get us started only a little late. The next day we arrived to find a raised wood floor in the judges tents!

This was typical of the organisers, identify a problem then solve it.

The inclement weather resulted in the allotted rest/rain day being used to finish the preliminary rounds. There was another short but exciting (for the Europeans) delay while a snake was evicted from our judges tent.

The 30 top flyers lined up for the semifinals which consisted two rounds of the F schedule. While challenging to fly well in good weather it was really very demanding in the prevailing conditions. The wind was blowing in from 45 degrees right of centre at around 35kph, plus the odd light rain shower! The standard was very high with cross wind landing being the most risky manoeuvre. There was some minor damage to aircraft during landing including one collapsed under carriage. The top 10 flyers progressed to the finals to be flown the following day, Saturday.

After the finalists were announced a meeting was convened Friday evening to select the Unknown Schedules. This is done by a computer program designed and maintained by a Portuguese professor of Mathematics. It selects the schedules from a list of hundreds of individual manoeuvres whilst ensuring the criteria in the Sporting Code are met.

REPORT ON THE NOVEMBER 2017, f3A COMPETITION HELD IN ARGENTINA

By John Brann

The weather on the Finals day was wind blowing directly into the faces of the flyers at up to 60kph. At least there was no rain or snakes...

The field was reduced to 9 flyers before the start with Robin Trump withdrawing due illness. It is impossible to fly safely when you are suffering from vertigo.

The defining moment of the finals was when CPLR, champion at the last 4 world championships, flopped a stall turn. A zero score for that manoeuvre, and possibly the reason for his second place finish. The winner, Tetsuo Onda from Japan, (runner up in the last three World Championships) improved with every flight I witnessed. A well deserved third place went to Jason Shulman from the USA. All the finalists flew exceptionally well despite the conditions. Joseph Szczur, the junior from USA, will be a force to be reckoned with at future events, he is very talented.

After what seemed like an eternity, the results were compiled, checked and rechecked. Then came the speeches, podium presentation and obligatory photographs. As soon as the formalities were over the Judges bus departed for the short trip back to our accommodation in Carilo, which was also the location of the Banquet. That evening I was very glad of the short walk to the Banquet rather than a long drive. Six days of high concentration judging over 200 flights is very draining. The walk back to our room was equally short after the event, also appreciated as the bus back to Buenos Aires left at 5.45am the next morning!

After the event we continued on for a short holiday before flying home. That was the tough part. Up at 4.30am local time to catch a 2.5 hour flight from Buenos Aires to Santiago (Chile), 2 hours wait, 14 hours direct to Melbourne arriving at 5pm. Slept well that evening, until 2am.....

I was very impressed with the enthusiasm and professionalism of my fellow judges and jury members. The locals went out of their way to make us welcome and run the competition as smoothly as possible. We made many friends, met many very interesting people, saw amazing sights and had a thoroughly enjoyable time. If you get the opportunity to represent your country, as a competitor or official, I highly recommend it!

John Brann

SOME PHOTOS FROM THE EVENT



BUILDING A WW1 EINDECKER

Article by Ian (Thommo) Thompson

The Eindecker is another "I would like to build one" project but I was already up to my ears with building other models. I had the plans for some time and even though the build looked easy I wanted something that I could transport to the field fully assembled in the back of my Tarago. The Eindecker originally had wing warping handled by a maze of cables and pulleys but after consideration I opted for the non scale ailerons which is quite common among model builders, kit manufacturers and full size replica machines.

I like to have everything in my workshop when I am about to build a model and this saves having to hold the build while I am waiting on servos, wheels etc. etc. to come in. While I was gathering the hardware needed I noticed that the scale cowl was not an easy unit to get in the size needed. I halted everything until I had that cowl on my workshop bench as it determined the finished size of the aircraft. After a long time trying to find what I wanted I tracked one down in a model shop in the USA. The size of the cowl only changed the plan a few percent. It arrived a couple of weeks later and after unpacking it I discovered that it had a ding in the side, but that didn't matter as the Eindecker only uses about two thirds of the cowl. Another thing I noticed was that it was made of a heavy gauge aluminum, heavier than I have had before (more on that later) I also purchased a dummy nine cylinder radial from Frank Tiano who manufactures resin molded motors rather than ABS units. They might be a bit heavier but are much easier to work with and the extra weight won't hurt on such a short nosed aircraft. OK, now I have all of my hardware plus a fresh load of balsa.

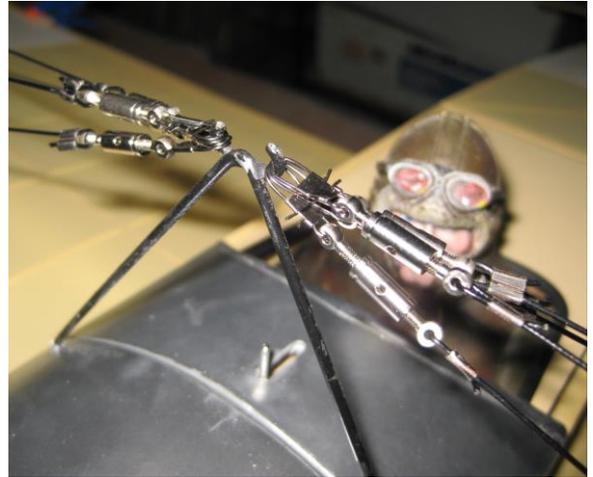
The wingspan worked out to be around 60" (1500mm) which meant that it would fit in my car assembled and slide in sideways with a little room to spare. Everything was looking just great except "when will I have time to build it" ? I had a lot on my plate at the time including the two year Catalina project but I wanted that Eindecker !!

One of the best scale builders we have in the club is Don White. We have been friends for years and he agreed to build and cover it for me. I am also not very good at welding or soldering or wire bending but I knew who is, Colin Nicholls. The rigging pylon is pretty straight forward but the undercarriage/rigging unit is a bit complicated (for me it is) but Colin made a superb effort and produced exactly what was needed. Remember the cowl ? I tried to cut it with my Dremel but it needed something heavier than that and Colin once again did a fantastic and very neat job.

Now, "what are you going to contribute Thommo" ? Well I fitted out the cockpit with an instrument panel and gauges and a mean looking WW1 German pilot. I painted the white panels on the fuselage and wing and added the iron crosses. Lastly in that area I sat down and carefully burnished the cowl to the finish you can see in the photos. There is something that I have never done to this extent and that is the complete rigging of an early aircraft. The Eindecker has 16 cables and 16 turnbuckles on this model and there could be more on the real thing but these will be more than enough. After all it is a stand off scale model. Everything is accessible through the cockpit on top and hatches underneath so there is no reason to remove the wing to service any part of the aircraft. The idea of the size was to transport it to the field fully assembled.

BUILDING A WW1 EINDECKER

Article by Ian (Thommo) Thompson



P&DARCS CALENDAR FOR 2018

March 2018

- 03 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 09 (Fri) - 12 (Mon) [APA World Cup](#) Field Open: **No**
- 15 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

April 2018

- 01 (Sun) 1:00 pm - 2:30 pm [Club Meeting](#)
- 08 (Sun) [Monty Tyrrell Scale Rally 2018](#) Field Open: **No**
- 19 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)
- 21 (Sat) - 22 (Sun) [VMAA Trophy](#) Field Open: **No**
- 21 (Sat) [Twi-Fly](#)

May 2018

- 05 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 17 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)
- 20 (Sun) [VFSAA Sports Scale](#) Field Open: **Partial**

June 2018

- 03 (Sun) 1:00 pm - 2:30 pm [Club Meeting](#)
- 21 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

July 2018

- 07 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 19 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

August 2018

- 05 (Sun) 1:00 pm - 2:30 pm [Club Meeting & AGM](#)
- 16 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

September 2018

- 01 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 20 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

October 2018

- 07 (Sun) 1:00 pm - 2:30 pm [Club Meeting & Coop AGM](#)
- 18 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)
- 20 (Sat) [Twi-Fly](#)
- 27 (Sat) [Spring Clean & Working Bee](#) Field Open: **Partial**

November 2018

- 03 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 06 (Tue) [Melbourne Cup Aero Tow](#) Field Open: **Partial**
- 11 (Sun) [P&DARCS Scratch / Kit Built Scale Rally](#) Field Open: **No**
- 15 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

December 2018

- 01 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 02 (Sun) [VPA Pattern](#) Field Open: **No**
- 08 (Sat) [P&DARCS Christmas Dinner & Twi-Fly](#)

P&DARCS Calendar can now be viewed online at www.pdarcs.com.au/calendar



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**Next Club meeting Saturday 3rd March
 At the Burley Field, 1-00 pm start**

P&DARCS Newsletter
 Pakenham & District Aircraft Radio Control Society

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