



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER JUNE 2021



WE WON AGAIN

Yes, the P&DARCS VMAA TROPHY Team dominated again, against determined competition from the other Clubs

Here they are having a celebrator victory yell, with VMAA Officials
Back Row, **Les Mariner, Gavin Sexton, Peter Harris, David Chivers, Cliff McIvor, Joe Finocchiaro**

Front Row, **Harrison Ritter, Ba'Lint Banko, Cameron Sexton, Chris Caulcutt**

More photos and full report in this issue

Next Club Meeting Saturday 5th June, 1.PM at P&DARCS

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EDITOR'S BIT

The right hand battery charging station mounted on the Clubhouse wall under the hayshed, was badly in need of refurbishment. Yours truly decided to do this, and, with the help of Peter Harris, removed it from the wall, and took it home.

All the rotted / damaged timber was replaced with new, the old fittings, hinges, hasp and staple, etc were replaced.

The old chains supporting the hinged cover were replaced with insulated steel wire, and the cover lined with a non – slip resilient plastic material.

The electrical copper bars are more exposed and 25, 4mm sockets installed allowing a lot more battery charging to take place.

The charging station was re fitted with the help of Andrew Mysliborski.

The left hand side station is next on the list.



The refurbished charging station being kept busy

Frank McPherson Editor

WHAT'S ON At P&DARCS 2021

Look in the Club Calendar on page 14

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IMPORTANT PRESENTATION

IAN JAQUES

40 years of service to P&DARCS



Ian Jaques at the presentation of his award for over 40 years of Service to P&DARCS on the mowing team

With Bill Reynolds Club President, and Craig Fitzsimons Field Manager

The Award was presented at the General Meeting on Saturday 8th May

SIGNING IN WHEN AT THE CLUB

As you all know, there is still a COVID-19 requirement when at venues to sign in. This is a mandatory requirement set by the Victorian Government & that applies to P&DARCS, The rules apply to all persons attending a facility or venue for longer than 15 minutes, which includes members flying or performing maintenance. The recent issues with tracking the contacts of the man infected in Adelaide before travelling to Melbourne has alerted the government to the issue of lax attention to using the check-in app. There are fines in place for individuals who fail to sign in & for venues who don't follow these rules. A manual logbook for those who do not have a smart phone is also available at the club.

So, please remember must sign in using the Service Victoria app, which you need installed on your phone & you must scan the QR code at the club. There are 4 codes located in various locations at the club & using the app mentioned above, you scan the code.

The poster looks like this:

CHECK-IN NOW

Pakenham & District Aircraft...

Unable to scan? Download the Service Victoria app and use code:

N2M RK7

Learn more at service.vic.gov.au/check-in

Service Victoria is the State Government's dedicated customer service agency. We will only use or disclose your check-in information for coronavirus (COVID-19) contact tracing. We'll delete your data within 28 days. Your details won't be used for marketing or other purposes. Learn more: service.vic.gov.au/check-in

Powered by Service Victoria

VICTORIA State Government

QR Codes Workshop

A lot of people are rather confused about QR codes. The requirements to scan into venues using QR Codes is not going away any time soon. So, to help members out Daniel Jenkins the P&DARCS Webmaster is willing to run a one off workshop to help people setup the app on their phone. Once it's working on a phone, it can be used in all venues, not just the club. This will most likely take place on a Saturday, date to be set. So, if you would like to register your interest in attending such a workshop, send an email to webmaster@pdarcs.com.au Please include your phone make & model.

Scratch & Kit Built Scale Rally Sunday November 7th 2021 Call for Sponsors



All Kit & Scratch Built Scale Aircraft welcome. No ARF's please

We are starting to put together the Scratch & Kit Built Scale Rally for 2021. If you would like to be a sponsor, by the way of Cash or Product donation, or if you know of a Company that you think would like to be a Sponsor please contact Ivan at chiseli@optusnet.com.au or on 9898 4379.

We need Sponsors to make this the high profile event that it is.

Sunday Flying Hours

The Committee's attention was drawn to clearly identifying the starting time for flying on Sundays.

It was identified that some years ago, the Committee approved the flying of Electric Powered model to commence at 8am on Sunday. All IC powered models to be allowed after 9am on Sundays.

This was not transferred into the Rules. Therefore, it is proposed that there will be a vote by the members to amend the Club Rules to allow electric powered models, except ducted fan models, to commence flying at 8am on Sundays, all IC powered models and electric ducted fans models to start after 9am.

Ivan Chiselett Secretary

Reminder

The flight line is open to all pilots and no one person has the right to claim solo privilege.

An exception to this would be when one is conducting a maiden flight or has a special need, and only then when other members have been politely asked for agreement to conduct it.

Consideration must be given to your fellow members.

P&DARCS



IMAC

19th & 20th June 2021

Pakenham & District Aircraft

Radio Control Society

Are you interested in IMAC?

All newcomers are welcome.

To enter visit

www.scaleaeros.com.au



For more information contact

Stevie Malcman

smalcman@inet.net.au

Mobile: 0410 464 186



PRESIDENT'S REPORT

At the May Club meeting, the first face to face meeting for "yonks", we had the pleasure of witnessing the presentation to long time member **Ian Jaques**, of a trophy in recognition of over 40 continuous years of service on the club mowing roster. Congratulations to you Ian, from me, your Committee, and all your fellow Club members. I hope they all appreciate your efforts as much as I do. Thank you again.

Last month I made a short diversion into some historical dates in aviation history, and the response from the membership was absolutely---zero. So I wont bother too much with that one again, except for just these couple of June items.

14th June 1923 Our neighbors, the RNZAF was officially formed

11th June 1935 Auckland New Zealand birth of WHR

6th June 1944 the D Day invasion,--an airborne armada nine planes wide and 200miles long carried allied troops to the invasion of Europe. Allied aircraft flew 15000 sorties in support ops.

5th June 1989 an Antonov AN225 Mriya, attended the Paris Air Show with a Russian space shuttle on its back. On take off the combination made the greatest weight ever lifted into the air.Total 1,234,600 lbs!!! for the non mathematicians that is 562 tons.

I found lots of other dates which I thought were interesting but I won't bore you any further with them. Its a shame the scale aero boys had to cancel this weekend, it was looking to be a real good one, hopefully they can reschedule.

As I told you at the meeting, we are looking at alternative materials for pilot barrier replacement and as the project develops you will be informed.

All till next month

Bill Reynolds President

SECRETARY'S REPORT

Draft Minutes of the P&DARCS General Meeting held on Saturday 8th May 2021 at Burley Field

Meeting to open at: 1:00pm

Chair for this meeting: President, Bill Reynolds

Members Present 29

Apologies: Darryl Slade, Keith Quigg, Rob Till, Norm Morrish, Steve Malcman, Frank McPherson & Glen Cossor

Visitors; Nil

Minutes of previous Meeting:

Motion that the minutes held previous general meeting be accepted. Moved; Don White Seconded: Barry Law **CARRIED**

Business Arising from Previous Minutes;

See General Business

Reports

President:

Congratulated the P&DARCS Team on their victory, 5 years in a row very well done. He thanked Team Captain Peter Harris for all of his work getting the Team together. The President noted that our team had 3 juniors who did exceptionally well. Our team had the same total points as NFG but the bonus points given for juniors who gain placing meant that we won.

Secretary:

P&DARCS application to VMAA for a grant. The committee has sent a letter asking why the club was offered 50% where several clubs have received 100% of applications. We also supplied additional information re the reason for the grant application.

We were paid a visit by the State Member for Bass Jordan Crugnale on Saturday April 24th. She was very impressed with our set up and has made a very positive entry on her Facebook. She did 3 flights under the instruction of Ivan and Andrew Smallridge.

Treasurer:

The Treasurer updated the members of the club of the club's financial state.

Treasurer moved his report be accepted. Seconded; Paul Sommerville **CARRIED**

2021/22 Budget

The Treasure distributed copies of the proposed budget for the 2020/21 year. The budget was based on a Senior Club fee of \$243, the same as last year, and 160 members.

The Treasurer moved that the budget as proposed be accepted, Seconded by Alan Foley. **CARRIED**

The Treasure noted that he had heard that some members considered that there should be a discount in fees due to the field not being accessible for a period due to the Virus Lock out. The Treasure spoke as to the operation of the club and that it was not really dependent on use. The major costs were incurred whether members used the facility or not and thus recommended that no discount be set.

No one wished to speak in favor of a discount to fees.

The Treasurer moved that the fees for the 2021/22 year be based on a Senior Fee of \$243. Seconded by Barry Law **CARRIED**

Registrar:

Absent.

The Treasurer noted that the current membership was 172.

Field Manager:

Craig presented Ian Jaques an award for 40 years continuous service on the field mowing team.

Craig noted that rolling was continuing due to the recent rain. He noted that gypsum has been applied and spraying will be done in the near future when weather conditions are right. The fact that the field has been sprayed will be noted on the Club web site.

Facilities Manager:

Absent

Safety Officer:

Absent

Editor;

Absent

Webmaster:

Absent

Social Secretary:

Nothing being organized at the moment but is looking into a visit to the Moorabbin museum and the Vietnam Vets museum at Phillip Island.

Club Captain:

Gave a detailed report on the Team's win at the VMAA Trophy. He thanked all of the Team members for the great effort.

Chief Flying Instructor

Keith reported that he has completed fitting out the new club trained that was donated by Andrew Beischer. He noted that the model will be powered by batteries donated by the F3A guys at the club. He noted that the trainer will be available to some instructors. There will be a log book that will be required to be completed when the aircraft is used to ensure that it is maintained correctly.

General Business**5. Peter Harrison**

Email received;

Secretary, I have received your email from your private email address and given it consideration.

Be advised that I will be raising this matter at the first face to face meeting, accordingly I ask that this email and all my correspondence be tabled at the meeting.

Also I will be speaking in relation to the matter raised.

This will take place during general business.

Peter D Harrison

AUS29725

Mob: 0400 139 477

Peter spoke at length about what he considered was harassment and how it was disappointed at some members' attitude. He also expressed disappointment that his submission on possible radio interference was not properly considered. At one time Barry Law called "order" due to what he considered was matter that was not on the topic. He moved a motion the speaker be no longer heard. The motion was lost as no one seconded.

Peter continued without interruption after this break

The Secretary responded by detailing the process the committee had followed with respect to the identification of the possibility of radio interference but noted that Peter never submitted a technical report.

He noted that a technical report must include data and the names, relevant experience and signatures of those that had done testing and thus prepared the report.

A document that does not contain this information is just an "opinion".

He further noted that the person who Peter considered to have "defamed" him, although a member of the club, was a publisher / writer of a magazine where the comments had been written.

If Peter had an issue with the comments then he should take this up with the Publisher of the magazine as it was nothing to do with the Club.

The President then noted that with respect to the fence, 2 members of the committee were currently investigating what material to be used.

He noted that the matter was now finished.

2. History of the Club

Norm Parker reminded members of the history of the club and how it had developed from virtually nothing to what we have now. We should be very appreciative of what we have.

2. Respect of members

The Treasurer requested that all members treat each other with respect.

3. Face Book

Alan Foley noted that the Club should have the right to remove offensive material from the Club's Face Book site.

Keith Quigg noted that the Club's Face Book page had 4 moderators who continually monitor the page.

4. Incident Report – Scissor Lift

Paul Sommerville asked what had happened to the Incident Report that he had sent in.

The Sec replied that the matter had been done by the committee and he thought the reply had been sent out by the Safety Officer but it would appear that this did not happen. He noted that he would look into the matter.

Meeting closed at 2:10pm

Ivan Chiselett Secretary

FIELD MANAGER'S REPORT

Another month has flown by, plenty of rainfall has fallen and the field is in great condition. We will take the opportunity to do a lot more rolling as the Dalmore soil is nice and soft.

The soil temperature has dropped so the grass growing rate has slowed right down.

There is plenty of work ahead in the next few months such as fertilising, spraying the runways and pits areas. A notice will go on the club page and Facebook for when we do this. Top dressing of different areas will be done late winter.

Our last general club meeting I presented an award to Ian Jaques for his service to the mowing teams over the past 40 years. What an awesome achievement, Ian is a very knowledgeable person when it's comes to operating machinery and maintaining them as well. A true asset to our club.

Ian turns up and does his work to a very high standard from mowing, maintenance or even trimming back trees and mulching. Never complains and most members have never even seen him fly.

So I thank you mate for all your hard work over the past 40 years.

Craig Fitzsimons Field Manager

Registrars Report – June 2021

New Member Applications

No new member applications this month:

Membership Renewals

Club membership fees were set at the recent Club meeting and we are awaiting details of the VMAA/MAAA Fees.

The Membership Card for next year has been designed and features an image of the B36 in flight.

The printing of renewal forms should be completed by the end of May and will be sent out to members in early June. Delivery is subject to AusPost performance and may be delayed by the weather, the price of iron ore, the length of tea breaks or the health of the NZ Prime Minister – however I am sure they will finally arrive!!

Please remember to send the forms back to the club ***even*** if you pay by EFT ***and*** include your name on EFT payments so that we can actually trace who sent us money. Otherwise Peter may treat it as a donation to Rotary.

Membership statistics

	Paid 2020-21	Unpaid	New 20-21
Associate	15	3	1
Full	101	5	2
Honorary	0	0	0
Junior	8	0	2
Life	3	0	0
Non-flying full	0	0	0
Pensioner	21	1	0
Probationary	22	3	17
Prospective	1	0	1
Student	0	0	0
Spouse	1	0	0
Total Paid	172	12	23

Rob Till Registrar

May 2021 Committee Meeting Summary

The Club's committee met for the fifth time in 2021 on Thursday night May 20th via Zoom. Some of the items considered are noted below;

- The changes to the COVID restrictions to be continue to be monitored to ensure the club conforms.
- Eighteen Probationary members were voted to be offered Full Membership of the Club.
- The Club received no applications for membership in the last month.
- Investigations continue to identify a new pilot barrier.
- The Western Port Drifters, the caravan club that stayed at the field recently donated \$100 to the club.
- Field Manager advised that he would do some spraying shortly. A note to this effect will be placed on eth Club's web site.
- The John Deere mower has not been running well and using a good deal of oil. It was agreed that Craig look into having the machine checked out and also look at the possibility/viability of replacing the machine with a new one. It was noted that the machine is over 10 years old.
- Peter Harris and Norm Morrish will continue to clean the toilets in the short term. A new cleaner will then be sought after COVID restrictions ease.
- A way has been identified to remove the "steps" around the hay shed and work will start when conditions are right.
- A new table will be installed soon to protect the step between the concrete slabs of the hay shed.
- Our Club's request to review the grant application to VMAA for \$9,400 for equipment resulted in no change. The members will now be asked to consider as to whether we accept the offer of 50% grant and 50% loan. This will be done at the July General meeting.
- The club's CFI has completed assembling the new trainer equipment.
- Approval was given for the following competitions to be held at the field;
Large Scale Aerobatics Group on June 19 & 20th, and,
Classic Aerobatics on Sunday 15th August.
The field will not be closed during these events.
- A rat/mouse infestation was identified in the sheds. It was decided to obtain and install some electronic rodent deterrents units in our building.
- Work will be done soon to install new doors to establish new secure storage rooms.
- The next committee meeting is to be held on Thursday night June 17th 2021.
- A submission was received re safety procedures for the Club. The committee considered that the between the MAAA, VMAA and the Club's procedures and Rules all matters identified in the submission were already being adequately covered and addressed.
- It was decided to look into the purchase of a small Dictaphone to enable the Sec to record meetings to assist with the preparations of minutes.
- It was decided to investigate the manufacture or purchase of a suitable "fire pit" for the club.
- It was agreed to reactivate the "timer" on the club rooms power timer to ensure that the aircon unit is not left running for days.

The Western Port Drifters, the caravan club that camped at the field recently, donated \$100 to the Club. We thank them for their generosity.

Ivan Chiselett Secretary

P&DARCS Irrigation Proposal

As you may be aware, some months ago, the Club submitted a report and request for a grant to VMAA for the cost of the equipment required for a new field watering system, for the east and main runways. The request was for a grant of \$9,400 being the amount needed to purchase all the equipment necessary to install and new watering system to replace the old one that is past reviving. See the report below that was submitted to VMAA as part of the application.

The VMAA considered our application and decided that we be offered a grant of 50% and a loan of the remaining 50%, payable back in 5 years.

The Committee considered the offer and considered as some other clubs had been granted 100% of their grant applications we asked for them to reconsider their offer to us. We supplied them with additional information to support our request for reconsideration.

We recently received the reply from our request for reconsideration and the offer did not change, ie 50% grant and 50% loan.

As the offer requires considerable financial expenditure, which was not identified in the club's budgets, the members must decide whether the club accepts the offer or not.

The above is to be considered advance notice of a motion/s whether to proceed with the installation of a new watering system and how it will be funded. That is, consideration of the VMAA offer.

This matter will be discussed and decided at the July General Meeting.

Below, for your information is the major part of the submission to VMAA for the funding for a new field irrigation system.

Ivan Chiselett Secretary

Proposed P&DARCS Field Watering System.

Introduction

Approximately 20 years ago the Club took action to try to improve the runways by installing a row of sprinklers down the centre of the West and Main runways. A 25,000 Lt tank was installed and water was purchased to fill the tank. The amount of watering that could be done was very much dependent to budgetary constraints and then as the 2000 drought took hold it became illegal to purchase water for this application.

The application of water to the field certainly improved the surface by reducing the cracking and keeping the grass coverage better. However it became impractical due to costs and the law.

It was decided to harvest water for field watering. The Club diverted all water from the roofs and then installed a "harvesting pit" and a 250,000lt tank at a cost of about \$25,000. This worked quite well and certainly improved the runways that were watered but more water was needed. Another 250,000lt tank and another "harvesting pit" were installed and another \$25,000 spent. This meant we had some 500,000 lts of water available for field watering.

The "pop up" sprinklers, being installed down the middle of the runways were a maintenance nightmare from the start due to the highly expansive soil of the field which caused the "pop up" sprinklers to jam and malfunction and impact and damage due to the mowers. The pipe and connections would also break due to the soil movement. The amount of maintenance required became such a problem that it was decided that it was impractical to continue to try to keep the system operating.

The existing system has not been used for about two years and the field has suffered over the summer periods due to the large cracks in the surface. It was decided that as the Club had invested a minimum of some \$60,000 on water harvesting and storage and the state of the field we must get a watering system operating to improve the flying surface for the members and visitors that requires less maintenance.

New Design

A completely new design was done to overcome the problems that beset the original system. The sprinkler heads were moved from the runway centre to the side. They are to be located in the 600mm wide long grass "runway safety edge" and thus will not be subjected to damage from mowers etc. The design also incorporates large "sprinkler pits" which allows easy access for maintenance/adjustment and also allows the sprinklers to be easily removed during the periods when we are not irrigating the field.

It will be noted that the sprinklers are only on one side of the runways. This has been done to reduce the costs and also it is considered that sprinkler coverage will be about 20M of the 30M wide runways with the remaining 10M of runway getting a bit of water drift to help it. We also have water volume constraints with only 500,000 Lts available and considered that doing 60% of the runways is a good starting point. It has been noted that the majority of fliers tend to keep to the half of the runways closest to them, which is the area being watered.

The design has a 100mm conduit placed in a trench with the water supply and control wires inside the conduit/pipe. This has been done to enable the system to be more easily maintained as the highly expansive soil of the area causes a lot of ground movement which can cause pipe problems. Having the "active" pipes in the conduit will isolate the "active" pipes and wires from this ground movement. It will also make it easy to expand the system if necessary.

The design is such that if we are able to increase our water availability we can easily extend the system to the other sides of the runways. It will be also noted that the Western runway is not included in this watering scheme, again due to water capacity. However, the system could easily be extended to cover it should water become easier to obtain.

It should be noted that the proposed sprinkler heads, the Rain Bird 8005, have the potential to spray almost 20M and need a high pressure/volume supply to obtain maximum spray distance. Hence only one sprinkler will operate at a time and thus a 12 station control system is required along with a high pressure/capacity pump. It will be noted that a WiFi link module for the controller is itemised which gives us the ability to control the system remotely and thus have the opportunity to turn the system off if we have rain, and on for a run before a big event.

Installation

Due to the age of our members it is becoming increasingly difficult to get working bees to do physical work. If the Club is successful in obtaining a grant for the cost of the fittings and pipes the Club considers that it will be able to fund the installation by a contractor should that become necessary. If we do not require a contractor we will be able to bring forward our much need refurbishment of our toilet, handicapped toilet and shower facilities which are badly need of refurbishment after 40 years service.

Conclusion

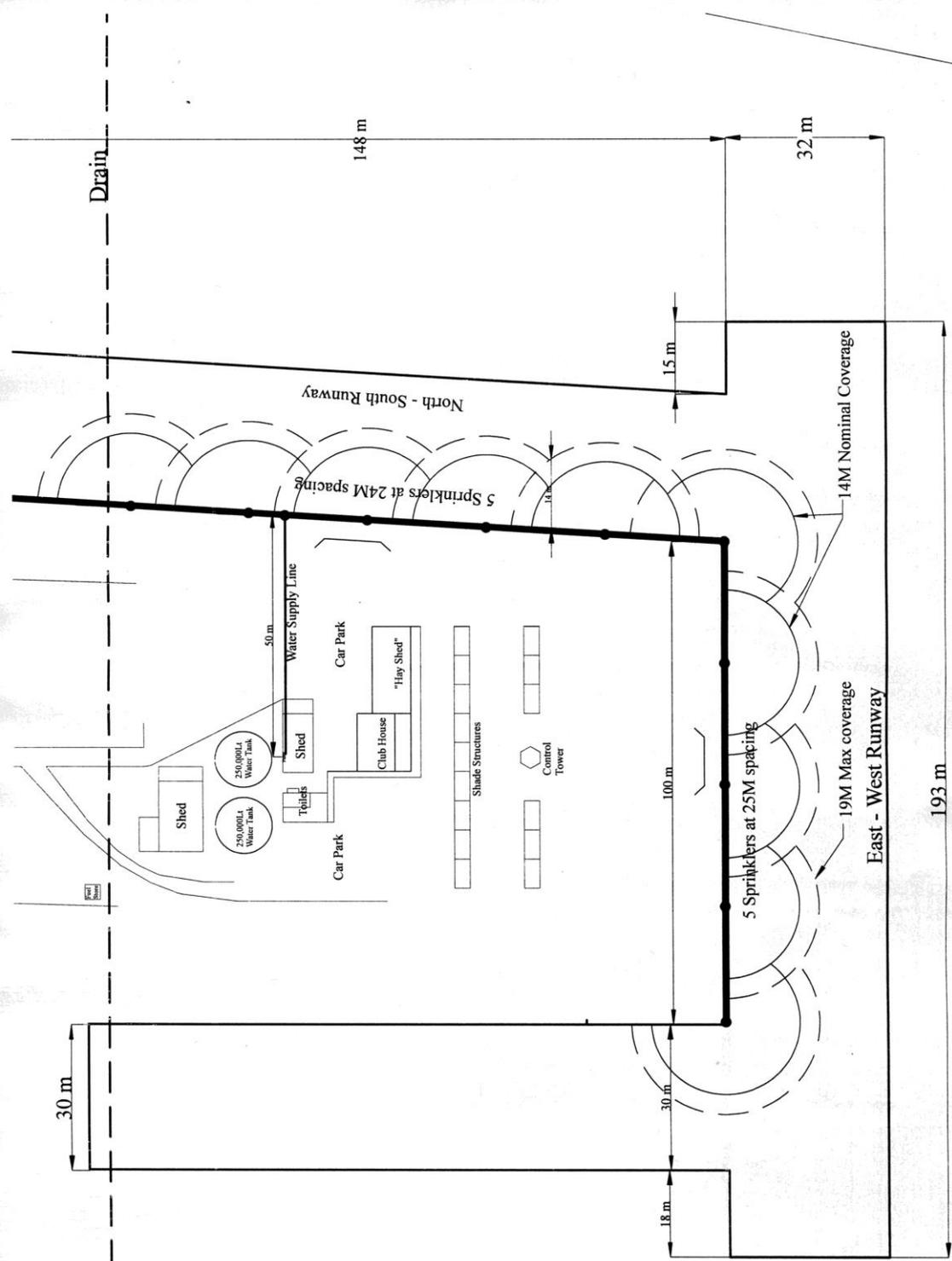
There is no doubt that the flying surface is better when watered, as can be seen this summer with the good unseasonal rainfall we have had. Even without the unseasonal rainfall, there was less cracking when the field was watered. This was why the Club has spent some \$60,000 installing 500,000 litres of water storage together with a very efficient water harvesting system in the past years.

The Club is now at the point where we need replace the 20 plus years old high maintenance system and upgrade to a watering system with a less maintenance demanding and more effective design to improve the surface and condition of the runways. However the Club needs financial assistance to enable it to complete the project in a timely way. Thus we are requesting a grant of \$9,400 to enable the works to be carried out.

The Club has excellent future prospects with a good steady membership growth and a desire of the membership to be the best model aviation facility in Australia. The Club has expended considerable funds of its members to get to the point it is now but now finds it necessary to ask for a grant to assist the Club to improve our facilities not just for our members but to the vast number that visit the facility to participate in contests and fly-ins that the Club allows to be run at the field.



Ivan Chiselett Secretary



Site Plan

**Visit to our Club by State Parliament Member for
Bass
Jordan Crugnale**

On Saturday April 24th the Club had a visit from the Jordan Crugnale the State Member for Bass. The visit came about from our contact with her during the lockdowns where we sort her advice as to clarification of the rules for lock downs. She was most helpful in the process and provided the Committee with interpretation and direction to ensure that the Club complied with the rules.

In our correspondence with her I described our set up and what we were about. Jordan expressed great interest in our aviation orientation as she had, in the past, started to do her pilot's licence and was very aviation aware. We contacted her and invited her to the club to try her hand at model flying.

She was very enthusiastic and followed several contacts with her assistant to arrange a date for her visit. She is one busy lady, but she finally found a spare Saturday afternoon, April 24.

Jordan was amazed at our set up. She had no idea that we even existed. No doubt there are lots of people out there that also have no knowledge of us. Maybe we should do something about that. Andrew Smallridge assisted me with her flight training and during the afternoon we had about 4 flights. The first was quite exciting but Jordan soon showed a talent for flying. In the remaining flights she was really getting on top of it such that in the later flights she did several circuits with me not needing to "save" the plane. She even managed a loop, which was quite exciting.

She was very definite that she had a most enjoyable day and has posted a very good "post" on her Face book about her day at the Club. She also sent me a nice e-mail thanking us for the day and informing me that she has no stopped talking about her day at P&DARCS with her friends. I sent her a flier for the Scratch Built Scale Rally and she replied that she would most definitely try to make it.

Thanks to Dave Chivers who flew and displayed his DC-3 and the Macchi jet which Jordan really liked.

Ivan Chiselett



Jordan Crugnale and Ivan Chiselett during Jordan's
visit to our Club



VMAA Trophy 1/2 May 2021

Report by Peter Harris Club Captain



Thank you to the VMAA Committee, and in particular to Joe Finocchiaro, for organising and running this event.

There were only three teams entered this year. However, the event was very hotly contested particularly between us and the Northern Flying Group with both teams having equal raw scores. Both teams had 5 wins and a second, P&DARCS won the event with the additional bonus points won by our junior entrants.

Actually, the juniors did themselves proud winning two firsts and a second. Due to lack of entries both the Helicopter and drone events were cancelled.

This was a great win for the club retaining the Trophy for the fifth consecutive year.

The Trophy is now in its home on top of the Trophy case in the Clubrooms for another twelve months.

Although a little bit windy we were very lucky with the weather which had little effect on the Trophy apart from changing the sequence of events.

Four of our seasoned Trophy competitors were not with us this year with three having business commitments and Rolly leaving for the country life.

It was great to see the juniors take up the gauntlet and do so well. All of our team were dressed in their bright yellow "Flight Team" T-Shirts and represented P&DARCS proudly.

Many thanks to all the team, callers, mechanics and time keepers who helped to make this a successful event

Eleven of us camped out at the NFG field on Saturday night, some in their cars or trailers, tents or caravans and enjoyed dinner in the clubrooms at the field. There were three juniors with their families camping overnight including the Ritters, Bankos and Sextons.

This would have to be the first time I have come home without having major damage to repair.

Thank you to the NFG guys for their hospitality and the wonderful job they have done preparing their field, the last time we were here the field was severely affected from the drought, rabbits and roos'.

We all had a great time.



Some luxury camping
Others slept in their vans



Around the camp fire



Serving up desert

Combat

Cameron Sexton - 2ND Place

Always a hotly contested event with the result hanging on the last flight of the contest. Half way through the contest we had a midair with the VARMS entrant. They lost most of their fin and rudder but made a safe landing and we only suffered a scratch on our prop. There were no points for this as it happened before the start of the heat was signaled. In the last heat Cameron's motor went off tune and he spent most of the flight keeping away from the faster attacker. He was a bit like a sitting duck but still made second place.

Scale Aerobatics

Cliff McIver - 3RD Place

Competing against a larger aircraft in strong winds and looking into the sun made it very difficult for Cliff to be competitive in this event.

Bomb Drop

Harrison Ritter - 1ST Place

Flying one of the Club's models with bomb drop mechanism built in, Harrison performed very consistent flying, and, together with a lot of directions from his entourage, resulted in all bombs hitting the target, A very commendable effort



Harrison with the bomb drop model



Cameron and Ba'Lint guiding Harrison over the target areas

Thermal Glider - **Steve Malcman**
- 3RD Place

This was the first year that winches were not used, instead models were fitted with automatic height and time limiting devices to cut the motor run. Motor runs were limited to either 200m height limit or 30 second motor run. Steve wasn't reaching the height limit with the allowed motor run but surprisingly still rather competitive even with this disadvantage. This event gave us the experience of assessing the model requirements for next year.



Fun scale

Ba'Lint Banko - 1ST Place

Ba'lint performed exceptionally well considering he was competing in strong wind conditions and against more stable models. He flew very consistently throughout the event and deserved the win.



Ba'Lint with helpers Cameron and Harrison

Electric Glider

Gavin Sexton - 3RD Place

A last-minute replacement, Gavin was competing rather competitively until a solid landing broke his prop. A change in model saw him relegated to third place. It doesn't take very much to lose you position



Preparation for the Electric Glider Event

Sports Limbo

David Chivers - 1ST Place

A full speed inverted landing under the tape resulted in a bent engine mount and a couple of battle scares in the first heat. After a quick change of model David managed two perfect heats of inverted flying achieving scores that were very difficult to beat as inverted passes results in double points. One other competitor attempted flying inverted, but not for the entire heats. There was a protest lodged relating to our models. I left the models out in the pit area, in case they wanted to inspect them. They passed scrutiny by the VMAA duty officer. Before building the models, I made sure the designs would comply to the new specification. There is now some talk of banning scratch-built models. I have never heard of such a restrictive requirement that totally eliminates any initiative. Will this also extend to the glider events.



Cliff McIvor with caller Chris Caulcutt, and Peter Harris

Musical Landings - Chris Caulcutt
- =1ST Place

Always a hard-fought battle. After numerous heats it appeared that the event was won but on a count back Chris managed an equal first place. It's a hit and miss event that is often won on the level of risk that you take that doesn't result on damaging the model to an extent that it is unflyable.



Andrew and Ivan, something exciting has caught their attention, one of Chris's landings perhaps



Ray, Sonia, Ivan, Gavin and David enjoying a relaxing moment between events

P&DARCS CALENDAR FOR 2021

June

- 05 (Sat) 1:00 pm - 2:30 pm [Club Meeting \(Face to Face \)](#)
17 (Thu) 7:30 pm - 10:00 pm [Committee Meeting, via Zoom](#)
19 (Sat) - 20 (Sun) [IMAC Scale Aerobatics](#) Field Open: **Partial**

July

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

August

- 07 (Sat) 1:00 pm - 2:30 pm [Club Meeting & P&DARCS AGM](#)
15 (Sun) [Classic Aerobatics](#) Field Open: **Partial**
19 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

September

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

October

- 02 (Sat) 1:00 pm - 2:30 pm [Club Meeting & Coop AGM](#)
21 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

November

- 06 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
07 (Sun) [P&DARCS Scratch / Kit Built Scale Rally Field open](#) **no**
18 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

December

- 04 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)



Next Club Meeting Saturday 5th June, 1.PM at P&DARCS

P&DARCS Newsletter
Pakenham & District Aircraft Radio Control Society

If undelivered return to
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