



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER APRIL 2022



Brian Evan's nice Hawker Fury, wingspan 72", Engine DLE 30cc petrol, all up weight 6.7Kg
Ground handling is very good, and flies well
See more detail of the building later in this Newsletter

Next Club Meeting, Saturday 9th APRIL, 1pm

BURLEY FIELD

Wenn Road Cardinia

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EDITOR'S BIT

Working Bee for the Monty Tyrrell Scale Rally

This working bee was widely advertised within our Club, and was held on Saturday, the day before the Monty, with the aim to clean up the site and fill in cracks in the runways, plus some basic maintenance

A total of 12 people arrived to help with the working bee, a very poor effort from our Membership of around 178 !

We did have a schedule of work to be done, BUT due to the poor attendance, we only got about half of that work completed



4 of the 12 workers filling in cracks in the Eastern runway, others cleaning up the Clubhouse, and other work, one in the far distance repairing the Western pilot barrier

Frank McPherson Editor.

IN THIS ISSUE:

A bit of humor	3
General notices	4
Committee Reports	6
Monty Tyrrell Scale Rally Report	10
Roy Robertson Old Timer Event	13
From Our Flying Field	15
Club Calendar	16
Sponsor's advertising	17

A BIT OF HUMOR

The U.K Border Agency is asking citizens to keep a lookout for a red 1951 Chevrolet that they suspect is being used to smuggle illegal immigrants from Calais to Dover, through the Channel Tunnel



Locals are asked, "If you see the vehicle, pictured above, and have reason to believe that it is the suspect vehicle, you are urged to contact your local police".



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Warbirds at Cardinia 2022

ANZAC Day Monday 25th April



Location: P&DARCS, Corner Fowler & Wenn Rds, Cardinia

Time: 9am to 1pm (flying can continue after 1pm)

Admission: Free

Models: All models are welcome for static display or flying but warbirds, of any era, are especially welcome

Pilots: P&DARCS club members and MAAA-insured friends from other clubs

Visitors: P&DARCS club members' family and friends (this is not a designated public display event)

COVID: All attendees must be full vaccinated against COVID

Food: BBQ lunch from 12pm will be available for purchase

PRESIDENT'S REPORT

Greetings to one and all. I hope this month's newsletter finds everyone in good health.

First and foremost, I want to congratulate everyone involved on a fantastic Monty Tyrrell event. The efforts by many have paid off in the culmination of a great aeromodelling display. I look forward to many more such days in the future.

A lot of other areas of the club are covered in these reports, so I'll leave the individual feedback to the experts in their discipline. I'd like to provide some feedback on the work that the P&DARCS Future Planning Group has been pursuing.

My intent for establishing this group was to provide the members with some insight into where our club might present itself in three, five or even twenty years' time. Part of that involved some research on membership demographics (which Neil Addicott sourced from the VMAA) as well as looking at the framework of the club and the facilities. Long term maintenance has always been an integral operation of the past and present committees and has been accomplished with success. As well as maintenance, the club has also spent significant sums of money to source important infrastructure for the field (water tanks, workshop facilities, machinery, drainage etc). That has also included runway works such as grading, leveling and re-soiling (in the early 2000's). Additionally, there has been constant input to encourage grass growth and weed mitigation.

As our club membership increases, so do the requirements of our members and in particular the standard and value of model aircraft. High performance, highly technical and large turbine aircraft will easily consume upwards of 10 to 20 thousand dollars in expenses and time.

One of the biggest single discussion points has been the runways at our field and the unfortunate cracking that occurs over the surface during various parts of the year. Without runways, our club cannot exist. With first class runways, our club will thrive. Focusing on this aspect, the planning group has approached a local company, Lancore Group Pty Ltd for consultation on what would best suit the requirements of the P&DARCS, and our runway redevelopment should the club decide to go in that direction. Lancore has been in operation providing land care management for more than 50 years and are highly regarded in their field of expertise. In addition, both the owners (Gary and Mark Tatti) are avid and very active aeromodellers.

Their proposal would see the existing runways graded, compacted, raised to a height of around 170mm for drainage, new soil laid to suit the environment, then machine seeded.

Every member would see benefit from first class runways, from smaller electric models to large complex scale models.

What this means is that some projects that revolve around groundwork, runways and upgrades will be put on hold until some firm decisions on our direction are made.

The proposed irrigation system and removal/replacement of pilot barriers constitute a significant sum of capital expenditure and will not be proceeding prior to discussions with Lancore.

We need to be satisfied that we will not be carrying out work that will once again be ripped up or impede access that large machinery may require.

Make no mistake, this is a big project for our club and will constitute the largest single amount of money allocated for infrastructure and is not being considered lightly by the committee.

There are still many questions to be asked and many more to be answered but we are confident that the proposal has a lot of merit. Once the full committee has completed a detailed briefing from the contractor, the figures and details will go to our general membership for a decision on whether to move to the next stage of the redevelopment.

If we move ahead, the proposal will require the club apply for a significant loan from our state and federal bodies (VMAA/MAAA) to allow the works to be completed. A complete financial reconciliation will of course be undertaken to ensure we are in a position to service a suitable loan and these figures will go to the general membership for discussion. It is also feasible that we may approach local businesses for lump sum donations in exchange for advertising at the field.

So, over the next few months we will have some big decisions to make and to facilitate this, I encourage every club member to have some input and be in attendance for the general meetings so these decisions can be made.

There is no use winging in the background after the meetings are over and complaining if you choose to remain away from the meetings. That achieves nothing.

In closing off, I'd like to quote a few paragraphs from an article compiled by the late Monty Tyrrell in which he asks the question, What of the Future. Monty writes as part of his narrative,

“The newer and junior members could start thinking now. After all it took the early birds of the club thirteen years to achieve the acquisition of the field. What about the next thirteen years?”

The tragic words “it can’t be done”, “we can’t afford it” and “impossible” must be expunged from the DARCS vocabulary. They were unknown by previous committees and therefore should remain unknown.

Monty’s entire writings can be found on our website and it’s a worthwhile read.

<https://www.pdarcs.com.au/index.php/about-p-darcs/club-history/the-mighty-darcs>

We want to continue to offer the best facilities for this club and for it to prosper in the future. The decisions we make now will help that foster that direction for P&DARCS like the founding members of DARCS did over 50 years ago.

And it’s a much better place for a model field than Tooradin.....

Clear skies to all

Keith Quigg President
AUS 22897

SECRETARY'S REPORT

Club Auditor;

John Van de Waterbeemd has been nominated to be the Club Auditor. Voting to confirm this will be done at the next Club General Meeting.

Club Constitution Revision;

The Committee has been working on a revision of the Club Constitution and will be submitting the revised constitution to the members at the May General meeting.

Change of Club By-Laws.

The Committee proposes that the Club By-Law 2.1.8 be altered to reflect that the discount offered for the "up front purchase" of a Club share package be changed from the current 100% to 50%.

2.1.8. If the Probationary Member is offered Full Membership as per the P&DARCS Constitution Rule 8 & elects to pay the share outright, they may be offered free club membership for a period of 6 months at the Committee's discretion.

The vote will be conducted at the April General meeting.

April Club General Meeting

Please be advised that the April General meeting will be held on April 9th not the 2nd as earlier advised.

Review of Covid Rules for Club

For the foreseeable future the Club will continue with the current Covid Rules. A discussion will be held at the next General Meeting with the view of reviewing the rules as they apply to the Club. If you wish to have input to this process make sure you are at the meeting on April 9th.

March 2022 Committee Meeting Summary

The Club's committee met on Thursday night March 24th 2022 via Zoom.

Some of the items considered are noted below;

- VMAA Trophy date has been shifted due to clash with the MAAA Council Conference. It is now being held on May 28 & 29th at our club field. Club Captain still looking for members for the team and helpers to run the event.
- Planning committee has recommended that the irrigation project be delayed due to a proposal to upgrade the runways.
- 2 new member applications have been received in February.
- A risk assessment of our facility is underway.
- The refurbishment of the front entrance will start soon. The material has been purchased.
- The Club Constitution is under review. The Committee reviewed the current discounts for share purchase and change proposed.
- Change to By-Laws to reduce the discount for up-front purchase of share from 100% of Club yearly fee to 50%. Vote to be taken at next general Meeting.
- Club Auditor needs to be appointed. John Van de Waterbeemd has been nominated and a vote will be taken at the next General meeting.
- Next General meeting delayed by one week to April 9th.
- President to prepare a submission to members re the Pilot barriers.
- Covid rules for club will be discussed at the next General meeting.
- The Field Manager has proposed the purchase of 2 new brush-cutters. He is preparing a report for submission to members.
- Planning Committee has spoken to a contract re the upgrade of the club's runways. They are arranging a meeting of the contractor with the Committee. President to write an article for the Newsletter.
- Club needs to consider how to handle our catering needs at events.

Ivan Chiselett Secretary

REGISTRAR'S REPORT APRIL 2022

It has been a pretty quiet month in terms of membership applications.

We have one new membership application this month. Please make the below member welcome and introduce yourself when you see him at the field.

New Member Applications

New member applications this month:

Ian Cole, Bass – Probationary member

Any objections to a 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.

Membership statistics

	Paid 21-22	Unpaid	Last Year
Associate	17	4	19
Full	108	3	100
Honorary	0	0	2
Junior	6	2	6
Life	3	0	3
Non-flying Full	0	0	0
Pensioner	16	4	22
Probationary	24	0	18
Prospective	3	0	0
Student	0	0	0
Spouse	1	0	1
TOTAL	178	13	171

Steve Malcman Registrar
registrar@pdarcs.com.au
Mobile 0410 464 186

FIELD MANAGERS REPORT

Our runways and pits areas are starting to show quite a bit of damage due to lack of precipitation and irrigation. A lot of cracking have now taken over especially the East and West runways.

With the Main runway, small amounts of cracks have opened up, but not too bad. A Cricket infestation have also made home to our field as well.

Working Bee for the Monty' Event

Our field was prepared for our Monty scale event, two full days of work, all the grounds were cut on the Thursday. Russell Doyle, Peter Harris, Mike Smith and myself.

I would like to thank you all for putting in the hard work, it truly showed off and looked amazing.

The Saturday was the setup and working bee, most of the time was spent crack filling of the runways and pits areas.

We only had 12 members showing up, which was very disappointing. Our club has nearly 180 members. I would like to thank all the 12 members who turned up to lend a hand, it was a very long and hard day.

Replacement Brush Cutters

As there is a lot of brush cutting to do around the field, our current brush cutters are old and unreliable now.

I need to purchase two new brush cutters for our club.

I'm looking at the Husqvarna 2 stroke with an easy spool work head.

These are priced at around \$1300 for both machines.

This will need to be voted on by the members at our next General meeting.

Apart from all of that, not much else to report on.

Craig Fitzsimons Field Manager

Monty Tyrrell Scale Rally Report

The 2022 Monty Scale Rally was quite a success with about 59 models and 41 pilots recorded. There were no doubt a few that did not register and thus are not recorded. There was also a good number of spectators and they were treated to a good display of flying with a good selection of models always in the air.

David Law won the prestigious Monty Tyrrell Award with his amazing F-22. His name will be recorded on the Monty Board in the Club rooms. Other winners were;

Best War Bird – Brian Evans Hawker Fury

Best Jet – Ben Bratoiu Euro fighter

Best civilian – Rob McDonald Cherokee

We could not have had better weather with just a slight breeze down the main runway and blue sky. There was plenty of flying and the sky was not crowded so I am sure everyone enjoyed themselves. Our sponsor HUNK RC had a shop on site with lots of very good stuff for sale. Quite a few availed themselves of the great products that HULK sells. HULK also had a great selection of plans and they offer a kit cutting service as well.

Dave Chivers was spotted buying a plan for huge Avenger that could be interesting.

It was encouraging to see quite a few “projects” on display which great and always creates a good deal of interest.

A couple of very interesting were Andrew Beischer’s ¼ Spitfire, a super model and only his third scratch build project, Dave Chivers’ giant Caribou and Andrew Smallridge’s Panther wearing a very good colour scheme, it will make it a lot easier to see in the sky than the normal Panther dark blue livery. Let’s hope these will be completed for our Scratch Build Rally in November.

I would like to thank those who helped run the event, the guys on the gate, the small number at Saturday’s working bee and the others running the flight line and other tasks.

The event would not happen without you. Thank you very much.

Ivan Chiselett Secretary



Our Carpark was almost to capacity, from the gate takings, we had 69 cars
+ the committee and helpers probably around 80 total, a very good
attendance



Southern shade area very busy



Northern shade area also very busy



Our Contest director and announcer Ivan Chiselett in the Gazebo "nerve centre"



Monty Tyrrell Scale Rally,

Presentation of Awards

Club President Keith Quigg, made a short speech about the success of the day, and thanked the hard working people who prepared the field at the working bee on the previous day, and all the flyers and others who attended the Event

Keith then made the presentations of the four awards



David Law, accepting the prestigious Monty Tyrrell award, for flying his amazing F-22 Raptor



Brian Evans accepting the award for best Warbird, Hawker Fury



Rob McDonald from NFG, receiving the award for Best Civilian, Cherokee



Ben Brateiu receiving the award for Best Jet, Euro Fighter

Roy Robertson Old Timer Event
Sunday 27TH February 2022



Kevin Fryer
Cumulus

Pat Keely
Airboune

Col Colyer
Lanzo Bomber

At last, after many years of disappointment, the event has been successfully run. The date on the Trophies have been updated three times as a result of high winds, fire danger day and covid. Would you believe it was a super day of sunshine and moderate winds resulting in a great day for the



Cliff McIver's Playboy Senior with OS Electric Motor
2ND Electric Duration

To comply with our 1,500 ft ceiling there were reduced fuel allotments and engine runs that proved very successful in reducing heights. Some of the models were also fitted with altimeters to provide the ability of determining height if this had been questionable.

The event was run in the northern area of the East Runway leaving the remainder of the area free for general flying.

Not masses of entrants but as usual the competition was fierce and all had a very enjoyable time and very happy with the Roy Rob being back on the calendar.

As usual the quality of models at the event was stunning and it was great to see a couple of our club members Ian Robinson and Cliff McIver not just participating but also gaining places in their respective events. There was also a lot of interest from spectators. so don't be surprised if there are some additional representatives from our members next year. The Roy Rob winner is determined by the combined results of the I.C. Duration and Texaco events. Electric Duration and Texaco were also run



Ian Robinson with his Bomber, ably assisted by Chris Caulcutt – 3RD in IC Duration



Pat Keely receiving the 2022 Roy Robertson Trophy after placing first in both Duration and Texico

RESULTS

IC Duration

1	Pat Keely	Bomber	O S 56 4/s
2	Steve Gullock	Bomber	Enya 30
3	Ian Robinson	Playboy	Saito 68
4	Stewart Sinclair	Playboy	ASP40
5	ColColyer	Playboy	O S 40

IC Texaco

1	Pat Keely	Airborne	O S 60 4/S
2	Col Colyer	Bomber	O S 40 D
3	Kevin Fryer	Cumulus	Forster 99
4	Stewart Sinclair	M G 2	O S 60 f/s
5	Ian Robinson	Bomber	O S 60 f/s
6	Steve Gullock	Bomber	Irvine 40 D

Electric Duration

1	Kevin Fryer	Cumulus
2	Cliff McIver	Playboy
3	Steve Gullock	Bomber

Electric Texaco

1	Kevin Fryer	Cumulus
2	Steve Gullock	Bomber
3	Don Grant	Playboy



Kevin Fryer's Cumulus coming in for a landing

From Our Flying Field



Brian Evans Hawker Fury, how it all started

It started at the beginning of November last year. I had all the good bits salvaged from my Fokker Triplanes unexplained crash from low level at the southern end of the eastern runway. Some time ago I had been given some three view drawings of a Hawker Fury a very colourful fighter introduced into the RAF in 1930. This aircraft was very fast for its day and was seen at many air shows. Incidentally the Rolly Royce Kestrel motor for this aircraft was also used in the prototype ME 109 some years later.

I worked out that if I increased the three view drawings I had by 5.5 it came out around one fifth scale at 72 inches, an ideal size for the now homeless DLE 30 from the Fokker. At the finish I also used the nyrods, the fuel tank and all the electronics from the Fokker as well. As I did not want to spend a lot of time at the field putting it together I elected that the top and bottom centre sections would remain on the fuselage with the outer top and bottom wings coming of together with the struts still attached, this system only needs four bolts to put it together. The only drawings done were the full size model outline scaled up from the three views by 5.5.

The four spars for each wing which were built as a D section are from Bunnings 6mm square hardwood with the caban struts from Bunnings aluminium strip. This was bolted to the top wing centre section and the basic rectangular fuselage using a temporary jig structure on the flat fuselage top to obtain the correct incidence. I used the flat top of the fuselage sides as the datum line with zero incidence on everything which seems to work well. After the cabane struts were bolted at the correct angle to the basic box fuselage the curved formers and stringers were added for the final shape, just as the real one was built.

The top and bottom wings each have two carbon fibre wing joiners each with the tubes in the wings for these being made by using a glue stick on one side of pieces of A4 printer paper and rolling it around the Wing tubes. I tried making a fibreglass cowling by laminating it over the top of a foam blank but the resin dissolved the foam that was a disaster so a balsa cowling was made with 20mm sheet on special at Bunnings for less than \$4 a sheet. The silver covering along with the red white and blue are from Hobbyking and the chrome covering on the front of the fuselage I think is Monocote that I had for some time.

On weighing the completed model I was pleased to find that it came in at 6.7kg and spot on the center of gravity as at where I thought it should be. I measured from the leading edge of the top wing to the trailing edge of the bottom wing and divided by four to obtain this. Not knowing if this was the correct method I added 150grm of nose weight to be sure and I was still just under 7kg. It must have all worked out right as the only trim needed on the test flight was a few clicks of aileron trim and is very pleasant to fly and as yet have not found a stall no doubt due to the 6mm of washout built into each wingtip. Now I wonder what to build next and I hope it's as good as the Fury.

Brian Evans Club Member, and Intrepid Flyer

P&DARCS CALENDAR FOR 2022

April

- 09 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
21 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)
25 (Mon) 11:00 am - 11:30 am [Warbirds at Cardinia - Anzac Day](#)
25 (Mon) [Mass Launch Glider, BBQ & Twy-Fly](#)

May

- 07 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
19 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)
28 (Sat) - 29 (Sun) [P&DARCS IMAC](#) Field Open: **Partial**
[VMAA Trophy](#) **Current date cancelled, new date to be confirmed**

June

- 04 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
23 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

July

- 02 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
21 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

August

- 06 (Sat) 1:00 pm - 3:00 pm [Club Meeting & P&DARCS AGM](#)
18 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

September

- 03 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
22 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

October

- 01 (Sat) 1:00 pm - 3:00 pm [Club Meeting & Coop AGM](#)
20 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)
22 (Sat) 10:00 am - 3:00 pm [Spring Clean Working Bee](#) Field Open: **No**

November

- 01 (Tue) [Melbourne Cup Aero Tow](#)
05 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
05 (Sat) 2:00 pm - 4:00 pm [Mini Working Bee for Rally](#) Field Open: **No**
06 (Sun) [P&DARCS Scratch / Kit Built Scale Rally](#) Field Open: **No**
17 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

December

- 03 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)
04 (Sun) [VPA Pattern](#) Field Open: **Partial**
10 (Sat) 1:00 pm - 4:00 pm [Christmas BBQ](#)



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Next Club Meeting, Saturday 9th APRIL, 1pm