

# The News

November 2009



**P&DARCS**



## Next club meeting –

Wednesday 4<sup>th</sup> November 8pm Start

Marcus Road Dingley Village

Electric Rally @ P&DARCS Sunday Nov 8<sup>th</sup>

## What The heck is this ?

A canoe ?

A hollowed out log ?

I'll give you a clue.... Boo ! its hard to carry  
It belongs to Darren Smith and I'll leave it  
up to you guys to guess.

**BURLEY FIELD**  
**Wenn Road Cardinia**

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

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*Editor's Bit*



Just back from Hols and I now officially feel like a part time grey Nomad.

Cruising up the coast pulling the Van I felt like I was a part of the Pensioners caravanning club. This time of year nearly every second car seems to be pulling a van up the coast. As they were mostly retirees they drove like they had all the time in the world. Unfortunately, I didn't, so I seemed to be the only van towing driver that was overtaking anyone. The drive is mind numbing enough so there was no way that I was going to do the 700 klms or so at 80 klms per hour.

Great way to holiday though. I have been to fancy hotels, not so fancy motels and self contained units. But, caravan parks are the best. The people are friendlier the atmosphere is great and nowadays the facilities are of a pretty high standard as well. On top of all that it only cost \$30 to \$40 per night. I even entertained the caravaners one evening by flying my electric foamy in front of the van and no one complained, in fact I got some applause.

While I was a Batemans Bay I made a quick trip up to Nowra to see the Naval Air Museum. Very nice set up, not huge but very interesting exhibits and it overlooks the airfield (HMAS Albatross) so you can see the Navy choppers come and go. A couple of the big Sea King helis came in while I sipped a coffee in the second level café that overlooked the airfield.

I took photos at the museum so will pop them in the newsletter either this month or next.

I was very saddened during the last week of my holiday to learn of the passing of fellow Club member and friend Trevor Cox. Trevor was a great mate and could regularly be found loitering with the Bay 13 crew. In fact he still visited the field right up until very recently, even though he was battling cancer.

Trevor will be greatly missed by all of us in Bay 13.

*That's all Folks*

**Whats on November 2009**

Info taken directly from the VMAA contest Calendar

Nov	1	Fun Fly	Ararat	ADAC
	7-8	Old Timer	Cohuna	CMFC
	8	VFSAA Sportscale & ARF Scale	State Field	NFG
	15	F3A Pattern Aerobatics	Rosebud West	NMAA
	21-22	VMAA Committee's country meeting	Sale	
	22	Jet Model Fun-fly (VJAA)	State Field	NFG
	28	Old Timer	Haddon Field, Ballarat	BAM
	29	VFSAA Scale Rally / Mini comp	Rosebud West	NMAA
	29-30	Annual Fun-Fly and Swap Meet	Hamilton	HMAC
Dec	6	F3A Pattern Aerobatics	Pakenham	P&DARCS
	28-05	63 <sup>rd</sup> MAAA Nationals	hosted by Victoria, at	Albury

**Stop Press**

One of our youngest members Zac Mitchell recently was Placed 4<sup>th</sup> in the basic class of the IMAC ( Large Scale Aero) State Champs There were 17 entrants in the class and Zac was the number 1 rookie from 7 rookies entered. Scored himself a DLE 55cc engine for his number 1 Rookie placing.

Great effort Zac.



## Presidential Address

Ivan Chislett

I have had quite a few comments recently re the level of bad language at the field. From reports there was one particularly bad situation where two members had an argument in which very bad language was able to be heard from a great distance. The fact that two members had a disagreement is distressing enough but for those

at the field to be hit with a barrage of bad language is just not on.

We all must be aware that we are a family club and there are quite a few juniors in our club and quite often there are women down at the field and bad language is just not on. Think of the club as your own back yard and conduct yourself accordingly. Let us up the level of behavior/language at the field and watch the swear words.

Unfortunately on Thursday October 15 our member, and for me my very good friend of nearly 30 years, Trevor Cox died. Trevor had been fighting cancer for nearly two years and one can only be inspired by the dignity in which he fought. He will be greatly missed by those of us at the club who knew him.

As some would know there have been a few problems with the new mower deck. Fortunately Norm Morrish has taken over the reins of finding a solution to the problem. Norm has the matter in hand and no doubt in the very near future all will be fine. We just ask for your patience until we have the matter resolved.

I must say that at the moment the field is looking an absolute picture. It is a credit to the mower men and all those that assist. I recently noticed Peter Harris prowling the field with his trusty weeding fork. It is pleasing to see our field pretty much devoid of the yellow flowering daisy which is absolutely prolific in the paddocks near the club. I can recall not that long ago when our field and a good cover of these plants. Several members took to the hand weeding forks and now it is very difficult to see any of them in the field. People like Peter keep a vigilant watch and pounce on any that dare to show themselves on our field. If you happen to see a daisy in the field why not get a weeding fork and dig it out. They are a pest and are not good for the field. Continue vigilance is the way to keep them out.

There have been a couple of examples where the discharge from the small ride on mower has sprayed members with grass clippings and or gravel as the pits have been mowed. I would like those that operate this mower to be a bit more aware of just how far the discharge goes and not to mow near people or vehicles. It is far better not to mow than to cause damage or distress by showering someone or vehicles with clippings and/or stones.

You will notice that the frame for the handicap toilet has been put up. The cladding etc will follow shortly. Our thanks go to Wally Schubach for doing an enormous amount of work to get this project going. Thanks to those that helped to put up the frame. If you are at the field and see the guys working why not go over and give them a hand. More hands make light work. Also thanks to Pearl for providing lunch for the workers.

At the October committee meeting Peter Timms was appointed as Club Safety Officer. Congratulations to Peter on his appointment and I trust all members will respect Peter's requests in the matter of safety. I am sure he will be an excellent Safety Officer.

**Our** big event, the Monty Tyrell Scale Rally, is again on Sunday March 21st 2010. Darryl Cope has again agreed to be the CD for our main event for the year. Once again we will be having space available for "Boot Sale" sites. Last year we had a couple of sites which by all accounts sold lots of stuff and were quite successful. So if you have "stuff" you want to unload why not come along and get a site and sell it. Site will only cost you \$10. Details will be published in the Newsletter closer to the date.

Well that is it for another month, hope to see you at the field

## Secretary's Report

Don White

General meeting held 7<sup>th</sup> October  
2009 at Marcus Road Dingley

Meeting opened at 2000hrs.

**Apologies:** D Walsh, B Dowie,  
I Robinson, M Norton

**Minutes of the previous meeting be accepted:** Moved P Somerville  
Seconded W Schubach Carried

**Business arising from previous minutes:** Nil

**President:** There are some problems with the new mower deck, Paul & Daniel to liaise with mower men this may take a little time to resolve, but it will be done.

**Treasurer:** The club has had a good year, the budget will be on track and a another good year envisaged

**Registrar:** 204 members to date, last year 222

**Club Captain:** Have a few contacts for the VMAA Trophy next year

**Facilities:** New equipment on the Kubota working well. Will have to relocate the dump master bin to avoid the dump truck being bogged

**Web Master:** Cameras working well, the web-site very popular and used frequently for information on the weather and field.

**Safety:** Pilots remember to use restraints and keep spectators behind the tables denoting 30m from the flight line

Suggestions to have a safety zone that children are not allowed to go past E:G: the shade cloth poles in front of the club house

**General:** Will need speakers or demonstrations for the end of club meetings, any members with ideas or information regarding this contact Alan Coleman

We now have a Safety Officer for the club Peter Timms, members are urged to support him and take heed of the club safety rules.

A lengthy discussion on the new mower deck, it is leaving wind rows on the runways which relies on the drying of the grass and the wind blowing it away, if the grass is damp this does not occur, causing problems with planes taking off and landing.

Norm Morrish has indicated he would look into problem and try and come up with a solution that benefits all concerned, this may take a little time to resolve, basically it needs a side cutting mower that throws the grass to one side, similar to the previous mower.

Secretary's notes Cont from page 3

**“FOR THE DIARY”**

- Christmas party / Twi Fly Wednesday 16<sup>th</sup> December at the Burley field 7pm.
- “Roy Rob” old timer competition Sunday 31<sup>st</sup> January 2010
- Model Engines O.S. Sunday 23<sup>rd</sup> May 2010

The raffle of Scanner ARF plane donated by Joe Tortorella Meeting closed at 2120hrs

Next General meeting Wednesday 4<sup>th</sup> November 2009 at Marcus Road Dingley 2000hrs

## Registrars Ravings

*Rob Till*



### Membership List

The new Membership List has been published and emailed or posted to members. **it will not be published on the web site.**

### New Members

**Darin Williams**, Cranbourne North – new Provisional member

### New Member Orientation Sessions

I will arrange sessions as required for new members.

## V.M.A.A. DVD Library Report

Special P&DARCS Edition

**IMPORTANT NEWS:** The V.M.A.A. Library has now changed over to only having only DVDs available. This has the big advantage of halving the post and handling costs of sending out the DVDs. So effective now; **three DVDs will only cost \$5-00. This includes postage both ways.** The joining fee of \$10 remains the same.

If you would like a full list of the titles available and/or a joining form please e-mail me [videolibrarian@vmaa.com.au](mailto:videolibrarian@vmaa.com.au) and I will send them to you.

New DVDs added during the past month.

### 5159 MASTERING THE BANDSAW 52 Mins.

Whilst aimed at the woodworking types it gives great hints at getting the most out of this piece of equipment. See how to change the blade and use it effectively to cut all types of shapes

### 7234 FLYING THE AVRO LANCASTER 65 Mins.

Be part of a flight of the Canadian Warplane Museum's Lancaster. Joint its pilot and crew on their preflight inspections and checks then come aboard and see them fly this great aircraft.

If you want to join the V.M.A.A. DVD Library please e-mail me at [videolibrarian@vmaa.com.au](mailto:videolibrarian@vmaa.com.au) and ask for a complete list of titles available and joining form. There are over 600 great aviation titles to look at including lots of great “how to do it” titles.

## Facility Managers Report *Paul Somerville*



Each month seems to come around quicker and quicker. I have just got back from the Moto GP (motor bikes) at Philip Island and had a great weekend with eleven friends camping out track side. Spent 5 days at the island without the need for a car the hole weekend as

once the tents are put up the cars are locked up until Monday morning when we pack up and leave. We generally have a theme every year by walking around track side by wearing colourful shirts and stupid hats. Everybody wants us to stop and have a picture taken with them including the police.

Water levels in our grey water tanks are at record high levels as the gods are smiling and providing abundant rain falls this year compared to last year when we could only half fill the big tanks due to the drought, so we should be able to water quite well this summer and keep our prized strips green and crack free.

As mentioned in our last news letter we will be having a couple of working bees over a number of weekends at the club to replace the current sprinklers on the strips with newer model of sprinkler that shouldn't dig it's self down ward. These working bees will be notified via email. Don't just bugger off come on down and help the club out as this working bees are generally fun to attend.

Till next time happy landings



**Wheres Wally !!**

## 2.4 Gig

### P&DARCS RULE CHANGE

As our hobby has ever changing technology, rules also need to change to go forward.

The MAAA has also been adjusting there rules/guidelines and one of them is the use of 2.4 radios. Therefore P&DARCS have reviewed the limit of 10 2.4 ghz cards in the board at anyone time and increased it to 20.

It is however **still** club rules that a key be used with name clearly shown so that flyers can be identified. In short 20 2.4 radios can be used at any one time.

Vice President Joe Tortorella

## For Sale

OS 32SX - two stroke - brand new \$80

YS 63DZ - pumped four stroke - excellent condition \$300

YS 45 - pumped 2 stroke - excellent condition \$120

Rossi 45 front induction rear exhaust complete with tuned pipe and header \$150

Yak 54 - 90 size ARF - \$100

3D Rush - 40 size 3D ARF - \$100

YAK 54 - SD model 121" complete except for motor (requires 150 to 170cc motor) \$3000

Contact Andrew Burgdorf 0404 808 034



## For Sale

Skyraider Mk 11 low wing sports model . New still in box \$90



Contact Edward Stephenson 56295948

## For Sale

Zenoah 38 Never used still in box \$280

Contact the Editor David Walsh 0409 133591

## Rolling, Rolling....

Frank Dibble

For some time Ted Stevens has been rolling the field when the conditions seemed right. However, he has had to give it up and Norm Morrish has volunteered to continue.

I got the impression that some people seemed to think that rolling was a bit of a waste of time. I certainly have not had that impression but wondered how I could put my finger on it. Then, a couple of days ago I watched a demonstration of a model on YouTube. As it made its way across the strip before liftoff it looked like a ruptured duck trying to shake off a firecracker appended to its posterior. It then struck me that several years ago many of our models did the same thing. **They don't any more.**

## Mug of the Month.

Wasn't much point putting this next one into print earlier as this member had flown North for the winter. After all what's the point of being featured if you aren't here to see it.

Actually I forgot , but his lovely one eyed wife Linda got on my back when I last saw her so here we go.

Glenn B who will remain anonymous had taken a small electric model north with him so that he could keep his finely tuned world class flying skills in tip top shape.

After a month or so Lovely wife said "Are you going to fly that model or not . I want to see these finely tuned , world class, award winning skills that you tell me about"

So Mr B charged up and got the model ready. A local oval was the location for this Historic outing where he would show his lovely wife just how good he was and how well he could fly the double thingy bob whatsit maneuver. In fact he might even throw in two flippy thingys into the routine as well. This should impress the lovely wife. After all he was the instructor that taught and nurtured Don Klien to the high level of piloting skills we all read about in this column.

Anyway, off he trotted. Placed the model on the ground flicked the prop a few times (then remembered this was electric) He pretended that he knew that, twiddled the rudder a bit then bang ! He Slamed the throttle forward and off it went.

Smug little smirk and rock of the head to the Missus as he entered his first maneuver .....

Skwaaaaak took out a Bird !!!!!



Actually, I just received a photo of the bird he collected from his wife Linda (The Lovely one) . Made the rest up.... Ed. Don't let on you know will you ?

# *Ugh!* Some of the ugliest aircraft ever made!

Richard ( Dick ) Ryland

## The Boeing X-32

In the early Nineties the US initiated the Joint Strike Fighter Program to come up with a replacement for aging aircraft such as the F-16 Fighting Falcon, F-18 Hornet, A-10 Thunderbolt II (Warthog) , AV-8B Harrier and F-15 Eagle. The F-14 Tomcats have all been retired already. What a loss these iconic aircraft will be to aviation enthusiasts! They have each been extraordinarily successful and the sight and sound of each has enthralled us for many years. Each of these aircraft in its own way is visually superb but the new aircraft, the F-35 Lightning II, is unfortunately very bland in appearance, very bland indeed but it could have been worse, *much worse!!!*



Boeing and Lockheed Martin were *given* 750 million dollars each to design and produce an aircraft which could meet the set requirements and one would be chosen to be developed further for production in huge numbers. The successful aircraft was to be *four* times better in air-to-air combat, *eight* times better in air-to-ground attack, *three* times more effective in reconnaissance, have greater range, be easier to maintain than the aircraft it was to replace and have good stealth capability. Easy!

Boeing's offering, the X-32, has to be one of the ugliest, most *hideous*, aircraft ever flown! Due to the requirement to carry all weapons internally it was rather bloated in appearance and had an extraordinarily complex and ungainly looking wing but it is the air intake which will forever have it listed amongst the most ugly aircraft ever made. Fortunately the Lockheed Martin aircraft was chosen for production and all work stopped on Boeing's monstrosity.

Foxtel has played a two episode documentary on the competition to produce the Joint Strike Fighter at least twice recently and will no doubt show it again. Do look at it when it comes on again. It is a brilliant insight into the world of jet fighter design and competition between industrial giants.

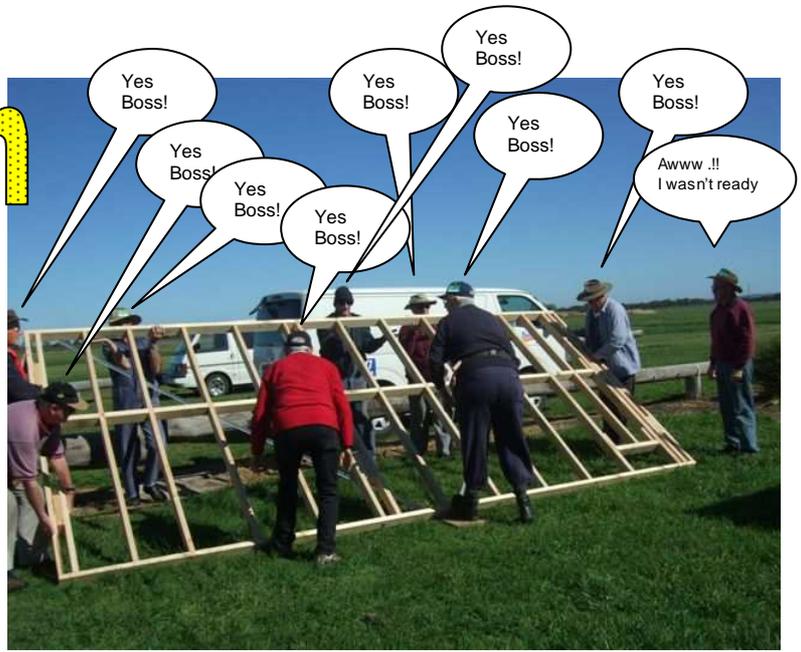
Australia has undertaken to purchase up to one hundred of the F-35 and several Australian companies will be producing parts for the production aircraft. Predictably the development of the aircraft which has three versions, one being vertical take off, has been very protracted and the cost is still uncertain. When we will get ours is really anybody's guess, *maybe* around 2017. At least we can console ourselves that we will not be saddled with the monstrosity which Boeing produced. Ugh!



# Construction



Ok, I'll twirl this drill while you guys pick up that wall.



Yes Boss!

Awww !! I wasn't ready

Above: Construction of the toilet block extension underway and right our new swing set get it first workout.  
Below are a few photos from the recent Scale rally. A big thanks to Ivan Hancock for these.



# VFSAA Scale Rally



# Are your flight packs really fully charged?

Ivan Hancock.

I was thinking about why there seems to be a lot of unexplained radio failures of late, when we have gone to the extremes of changing to 2.4 GHz radios.

Then, I overheard a conversation that brought an important realization to light !!!

## Flight pack batteries for our beloved RC models

Right, Here go's,

We have taken the plunge and gone out and purchased a nice shiny new Brand X 2.4 ghz radio system with all the bells and whistles, 1/2 we will never use !, We have taken all precautions to fit our receiver and servo's etc to the best of our knowledge, and of course the ever important 5 cell 6v 2000mha RX pack.....

Why 6v you ask, Because with your nice new power hungry digital servo's on board the good old 4.8 volt 700 mha pack just wont cut it..!!

So we strap the wonderful 6v pack into place and charged it up over night with the trusty wall charger that came with the new radio, and we are ready to go flying right?.

**WRONG !!!!!**



Your wall type charger that came with your RC gear is only designed to charge a 4.8v pack, and depending on the MHA rating on your pack, this could take more than over night to charge fully !!

But wait !! you now have the 6v 2000 mha plus pack installed into your flying beauty!! This means your trusty wall charger is NEVER going to charge your 6v pack no matter how long you charge it for...so when you blast your model into the wild blue yonder you can bet your 6v flight pack is about half charged if your lucky !!

To charge a good quality 6v flight pack you really need a good quality charger that is going to PEAK charge your flight pack. EG the swallow AC-DC charger will do nicely, Now some of you will already know all this, BUT to the pilots that don't.

I hope this is of some benefit and maybe save some of your new treasures.....

# Webcams & Weather Stations

*Daniel Jenkins*



I just thought I'd write a little note to update you on the webcams & weather station.

In November, the weather station will have been operational for a whole year & it has some great historical data. Here are some numbers:

## *All Time Records to date*

Record high temperature:	47.3 °C	at: 15:55	on: 07 Feb 2009
Record low temperature:	-1.2 °C	at: 07:06	on: 30 Apr 2009
Record high wind gust :	85.3 kmh	from 256°	at: 01:43 on: 03 Aug 2009
Record high average speed:	72.2 kmh	from 252°	at: 01:44 on: 03 Aug 2009
Record daily rain:	37.8 mm	at: 20:35	on: 13 Dec 2008
Record rain in 1 hour:	8.6 mm	at: 13:06	on: 03 Apr 2009
Rain this year to date:	348.2mm		
Warmest day on record:	43.8 °C	on: 29 Jan 2009	
Warmest night on record:	30.2 °C	on: 29 Jan 2009	
Coldest day on record:	8.1 °C	at: 18:00	on: 09 Jun 2009
Coldest night on record:	2.9 °C	on: 24 Jul 2009	



The webcams have also been running now for approximately 6 months. I would get about 3 requests a month to move the cameras to different views. It's not an easy task to move & refocus the camera. The first time we did so, due to the sunlight Peter Harrison was chasing me around with a poncho to cover me & the laptop so that I could view the images as Paul was adjusting the camera. It was a ludicrous scene. Ivan Hancock & I used a bit more technology this time & used radios to communicate to each other & this proved far easier. We have now moved the eastern camera to look over the bays towards the main strip. Please don't ask us to move it again.

The webcams & weather station are very popular items with members and account for over 1000 hits a month each. The next most popular item is the newsletters with around 300 hits each month.

I'm often receiving feedback on how good members find these two features & am glad that you're all finding these tools valuable.

Just in case some guys still don't access this info all you need to do is go to our website and click on the relevant menu item on the left hand side of the Home Page. It is a good idea to keep the club website as your home page or in your favourites lists as the latest news and coverage of recent events is often posted on the home page.

My apologies to all of the Computerless members, you probably didn't understand a word of this. LOL Oh! You probably didn't understand that last bit either.....Ed

# The Worlds Oldest Flyable Boeing Airliner

This is as it should be. Passengers in closed cabin, pilot in open cockpit so he will stay awake.

The airplane is in Spokane, Washington and is the oldest flying Boeing in the world. After 8 years of repair and rebuilding, and 8,000 hours of toil, the Boeing 40C rolled out last winter as a finished airplane, but it took a few weeks for the snow to melt before it was taken out of the hangar. Project personnel received the Standard Airworthiness Certificate from the FAA and completed the engine pre-oil and fuel flow tests for the first of the taxi tests.



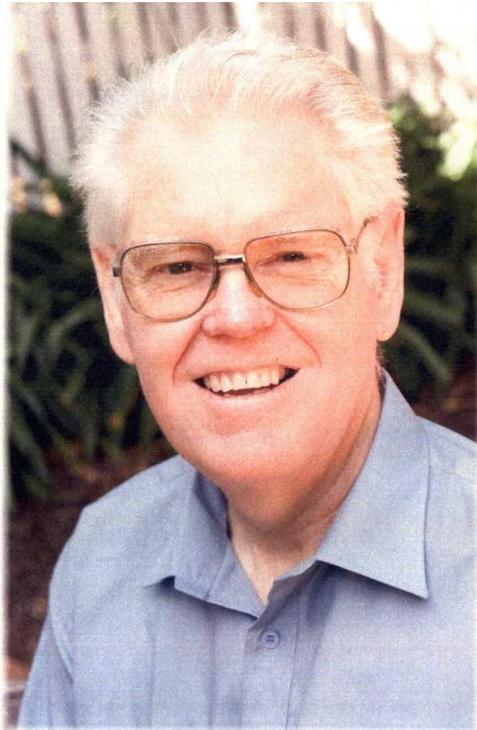
Facts about the Boeing 40 project:

- 221 and a 1/2 gallons of dope/reducer and 120 yards of 102 ceconite fabric.
- 12 gallons of poly urethane paint for the sheet metal.
- The wings have 33,000 individual parts in them.
- The airplane weighs 4080 lbs empty and has a gross weight of 6075 lbs.
- It is 34 ft long and 13 feet tall with a wing span of 44 1/2 feet.
- Wing loading is 10 lbs per sq ft and power loading is 10 Pounds per HP. It should cruise at 115 mph using 28 GPH, and 32 GPH at 120 mph. It carries 120 gallons of fuel in three tanks.
- 350 two-inch brushes were used to apply 6 gallons of West Systems epoxy, and 181 rolls of paper towels were used for cleanup.
- A total of 62 volunteers worked on the project to some degree, 21 of whom performed a significant amount of work, and nine of them wrked on the plane continuously throughout the 8-year project.



Big thanks To Laurie Anderson for sending this article in

## Vale Trevor Cox



It is with a great deal of sadness that I write this Vale.

On the 15<sup>th</sup> October 2009 at 11.20am Trevor lost his relatively short battle with cancer.

Trevor was a very easy guy to be friends with. Unassuming and always willing to help, Trevor quietly left his mark on many of us. He was a quiet and willing contributor to the club and was always one of the first to lend a hand to Bay 13 's numerous construction activities.

As an instructor he showed great patience and always encouraged and mentored his many pupils to strive that little bit harder, fly that little bit better. I am sure that they are better flyers as a result of that encouragement.

Trevor will be missed by all of us at Bay 13 and I am sure by many other club members.

We know that you are there in spirit Trevor every Saturday, under the shade at Bay 13.

..... *Ed*

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## MODELLING "BOOT SALE"

At the P&DARCS Field as part of the - Monty Tyrell Scale Day

Sun. March 21st. 2010

Do you have any modelling stuff you want to sell? If so then why not hire a site at the **HUGE P&DARCS MODELLING BOOT SALE**.  
Sites are available for \$10-00 for the day and will be approximately 2M X 2M. Come Along and get the Bargains.

To book a site - contact;

Ivan Chiselett on 9898 4379 or president @pdarcs.com.au

**Note; All sites are to be pre-booked, none will be available on the day**

### P&DARCS Newsletter

If undelivered return to  
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