

The News

April 2010



Mig 15

Large electric Ducted fan from Model engines
Seen here taking off at the Monty Tyrrell scale rally

PDARCS

Next club meeting – at the Field

WEDNESDAY 7th April 2010, 8 pm Start

Different date this month as the first day turned out to be Easter Sunday. So bring along your light equipped model for a little night flying



BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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Editor's Bit



Exciting month for me last month. What started off to be a nice relaxing long weekend camping by the river in Lorne was dramatically shortened.

I had been there only 24hrs and was in total relax mode when my daughter called. "A couple of the windows have broken from a hail storm. But I have taped them up" Hmm, ah well that's unusual but she seems to be on top of it.

Then another call from one of my clients who lives not that far away from me. "A HUGE hail storm just came through and broke all my windows smashed my car broke the lights on my fence what do it do?" I sorted him out then thought that maybe I had better call the daughter back.

I asked her

"How bad was this storm?"

"Pretty bad"

"Is any water getting in?"

"Just a bit running down the chimney"

Hmm, I thought, only a bit, do I really need to disrupt my holiday? Nah

"Maybe you should check out my shed." She wandered out there and then announced "Your Shed is totalled!!"

"Damn!! My models are in there. We are coming home straight away."

So that was one of my shortest holidays on record. I arrived home at least 5 hours after the storm and there was still ice banked up against the rear walls of my house.

Now the shed wasn't exactly totalled, that was an exaggeration but the Windows were broken and the Fibreglass skylight sheeting looked like it had taken a few shotgun blasts. I have one model totally wrecked pumbled to death by hail stones and two others badly damaged. Naturally they were the only flyable models I had at the moment. I also have a bunch of servos and a receiver sitting in a pool of water near the broken window. For the next few days as I was cleaning up I kept finding things in little pools or water I even had crows full of water. The hail stones had bounced inside of things and then melted leaving hidden pools of water everywhere.

Coming home was a good move in the end as my shed was now totally open to the elements. As for the house I replaced dozen or the most badly damaged tiles from my pile of spares on the Sunday (in between fending off calls from my clients making early insurance claims with me. Not a bad spot for an office up on the roof actually). There are still 40 or more broken tiles up there waiting to be fixed. And 5 broken windows awaiting a glaziers touch.

Interestingly, and this may be a Mug story. Before I left I emptied some water from the caravans tank and a bit was heading towards the VMAA bibs I had picked up to use at the Monty Tyrrell event. So they wouldn't get wet I picked them up and chucked them in the shed. Guess where I put them? Yep right under where the roof was battered to death!! So on top of everything else I had to dry out 200 pilot bibs. Problem was I had no clothes pegs coz the Hail had smashed every one of them that was on the clothes line or in the peg bag hanging on the line Duh!!

That's all Folks

Whats on in April 2010

At the Club :

April 7th 2010 Wednesday P&DARCS Club Meeting 8pm start
April 18th 2010 Sunday VFSAA State Scale Champs Field closed for General Flying
May 16th 2010 Roy Rob Old Timer event. - Field closed for general flying
May 23^d 2010 OS Engines Day

Elsewhere: Info taken directly from the VMAA contest Calendar

April	2-5	Old Timer: Easter Canowindra Championships SAM 1788 (Paul Farthing 02 6364 0264)	NSW
	4	Sports Aerobatics (for beginners) Westernport	WPMAC
	10-11	VMAA Trophy inter-club competition YOUR CLUB COULD WIN IT!	At the State Field
	17-18	Pylon Racing QM, F400 FAI, Q500 Warrnambool	WMAC
	18	Keith Hearn Memorial Fly-in Boundary Rd Derrimut	MARCS BRCAC
	18	Old Timer Bendigo	
	18	Victorian State Championships: Scale VFSAA: FAC, ARF, & Large Scale Pakenham	P&DARCS
	23-25	World War 2 and Military Scale (37 th Annual event) Wagga, NSW	WMAC
	24-26	Pattern Aerobatics / F3A APA Australian Masters Shepparton	VRF



Presidential Address

Ivan Chislett

There was a good turn up at the March general meeting at the club where we had an excellent presentation by Peter Harris as to a revision of the general layout of the field and car parking areas. The members present voted in favour of all the aspects of the plan. The committee will now work thought the agreed changes and hopefully these will be completed in a relatively short time. I am sure that the changes will improve the general access and operation of the field.

Unfortunately the weather gods did not smile on us for the Monty. Still there was quite a good crowd of fliers from other clubs and those that did attend did quite a lot of flying even though the wind was quite strong. The boot sale concept did quite well with 6 stalls. The number of stalls continues to grow each year so it may be that we keep this idea going and hopefully it will keep getting bigger and add some more atmosphere to the Monty.

A special thank you must go to Darryl Cope and David Walsh for organizing the day. Also to the "pound" boys, Keith and Bill for their great job and to Paul for looking after the flight line. Also thanks to all the other club members that helped out on the day.

It has been decided that the clubhouse will be painted. We were looking at re-cladding it with colour-bond but it was decided that this was a little too difficult so we have gone back to the painting plan. I am organizing this work so if you can help please give me a call so that I can put you on the list of helpers. Wally and his band of helpers are working towards finishing off the handicap toilet and this work will progress as resources become available. As part of this work, benches will be attached to the outside of the new toilet and 240v power points installed so that this area can be also used as a charging station for electric models. The committee is also looking at installing 240v into the northern most shade hut so that the hay shed can be freed up to make it easier for people to transport their models to the pits.

The committee is trying to beatify, and cut down dust generators, the pits and general area by trying to encourage grass growth up to paths and poles. As most of us are creatures of habit and tend to use the same pt area, would you take up the challenge to try to encourage the grass growth in "your" pit area. I have planted a couple of "grass runners" in the area I generally use and most of the cutting have taken. Hopefully in time they will cover all of the bare dirt and get rid of the dust in the summer and the mud in the winter. Why not give it a go as well. If we all do just a little bit it will make a big improvement.

Unfortunately one of our founding members, Mal Caesar died during the past month. Mal was a modelling icon having been involved basically since modelling began. He was involved with control line and then moved into radio in the very early days. Mal was a great character and his presence around the club will be greatly missed.

I have often thought that we should construct a "memorial wall" so that our past members, particularly those with the great vision that founded our great club, could be remembered and the history of our club set down. Some have indicated that this is a tad morbid; I tend to think of it as paying tribute and remembering old friends. I would be interested in your thoughts on this matter.

Well that's it for another month. I look forward to seeing you at the field.

Secretary's Report

Don White

General meeting held Saturday 6th
March 2010 at "The Burley Field"
Wenn Rd. Cardinia
Meeting opened at 1245hrs.

Apologies: A Coleman, P Langton
Guests: Graham Hope
Minutes of the previous meeting be accepted: Moved, W Reynolds
Seconded F Webb - Carried

Business arising from previous minutes: Nil

President: 7 sites sold for the boot on the Monty Tyrrell day
Field still in good condition during the past dry spell, 160,000lts of water still in the tanks

Treasurer: On budget, funds still steady, Finances read out to the members.
Moved B Dowie that the treasurers report be accepted seconded B Law Carried

Maintenance: Sprinkler heads needs some adjustment, to be done next week end.

General: Congratulations to John Willis, the President presented him with his Gold Wings.
Suggestions to invite past non-flying members to participate in social activities.
Rob Roy trophy to be deferred to a date suitable "Old Timers" Assoc. Secretary to contact them committee to handle.

Peter Harris gave a description of the proposed changes to runways and car parking
Moved P Harris "That the club create a "Drop Off" zones East and West sides and no parking in front of the "Hay" shed

Seconded D Glossop Carried
Motion put forward by P Harris to removed the centre charging points from the centre of the "Hay" shed leaving the two outside charging points intact and installing new charging points on the outside of the new toilet wall with an overhead covering.

A lengthy discussion took place on these proposals, some positive suggestions arose from this. The basic idea is to clear the "Hay" shed from congestion and allow a walk through passage for members with their planes especially with larger aircraft
Moved P Harris Seconded B Law that these facilities be extended Carried

Meeting closed at 1355hrs
Next general meeting Sunday 4th April 2010 at the "Burley Field" 1300hrs

Vice Pres Report Joe Tortorella

I was talking to a guy in Boronia years ago now and he told me of a place in Cardinia where they fly planes. Looking on the internet I found something that may have been what he was talking about so having the address and phone number I made my way there. Before long I was in the country, well actually I felt I was lost in the bush somewhere, so I thought to give the phone number a go ring, ring and a guy I won't name answered. I asked "Is this P&DARCS?" and he answered yes then I ask him where he is in order to help me find the place and he says he doesn't know. After ending the call and laughing my guts out I figured to give it another go to find the place and sure enough a little more down the road and then I saw it. I felt like a little boy who stumbled upon Disneyland. A place all set up to fly all kinds of stuff with people that saw the same value in passing their time flying. So then you think to yourself, how lucky are we that a small group of guys got together and made this place all those years ago. Unfortunately one of those guys Mal Caesar passed away recently, leaving behind a great club that will be enjoyed for generations. So I would like to say a big thank you to Mal Caesar R.I.P.

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.**

Membership Renewals

In early June, only 2 months away, the membership renewals for 2010/11 will be distributed. To avoid any delays please advise me of any updated contact details as soon as possible. That way there will be no delay in sending you your spiffy BLUE membership card for next year.

New Members

Toby Gauman, Emerald – Rejoined Associate member
Stuart Moss, Dandenong North – New Associate member
Darren Tilnak, Abbotsford – New provisional member
Ivan Zagar, Narre Warren – New Student member

New Member Orientation Sessions

I will arrange sessions as required for new members

Club Stuff

Don't Forget :

- No Badge No Fly
- You must have a key in the board if you are flying No matter what frequency you use
- Transmitters must be in the pound when you are not flying
- Next Club Meeting date changed to Wednesday 7th April At the Field 8pm start.

For Sale

Topflight Giant P-51 Mustang 84.5" 2140mm wing span length 73.5" 1865mm fitted with US Engine, Robart retracts mains and tail wheel. Professional built needs gear installed \$1900.00

AT6 Texan balsa kit built by professional model builder fitted with Saito 180 four stroke, Robart retracts all gear installed never flown \$1600.00

Citabria Midwest built, flown, flies great fitted with OS 90 4 Stroke, great model \$900.00

Extra 300 professionally built 80" wing span, Moki 210 Engine fitted flies great all gear fitted \$800.00

Great planes Lancair 60 80" wing span OS 60 fitted, all gear fitted flown, \$700.00

Kyosho Gee Bee built needs gear fitted \$300.00

Hangar 9 Super Chipmunk
Has flown some gear in \$250.00

Hobbico Twinstar 56" Span Twin OS Motors
Gear in \$400.00

Great Planes Siren Hotliner ARF 79" Brushless electric motor Gear in \$300.00

Model Aircraft Trailer professionally built, rear door, side door with locks, fibre glass top, powder coated white, pinstriped light weight tows great \$3100.00

Black Widow twin ARF kit new in Box \$300.00

Other items for sale

Craig Sutton 5156 0977 -
0419 589 204
sutton_craig@yahoo.com.au

Wanted.

Two O.S. 46AX Crankcases wanted.
Top dollar paid.
Do you have any damaged O.S. 46AX Engines?
Turn your junk into cash.

Peter Harrison.

Mobile: 0400 139 477
Email: peter.d.harrison@telstra.com

For Sale.

2 Damaged O.S. 46AXs – Broken mounting lugs.
Cheap.

Peter Harrison.

Mobile: 0400 139 477
Email: peter.d.harrison@telstra.com

Supermarine Spitfire Marks 1 to 24

Richard (Dick) Ryland



This remarkable aircraft, or perhaps I should say *these* remarkable aircraft, served throughout the Second World War and on into the Fifties in a form which was always recognisable as a Spitfire despite appearing in fifty two operational variants and becoming several substantially different aircraft in the process.

The distinctive elliptical wing was retained in all models and was always recognisable despite at times being altered to take different armament, sometimes clipped to give better low level performance and at other times extended to give better performance at altitude. Armed initially with quite small caliber machine guns it was eventually fitted with 20mm cannon. Cabin pressurisation became necessary when the fighting began to take place at ever greater heights. A huge improvement in the pilot's rearward view, and in the appearance of the aircraft, was achieved when a bubble canopy was fitted to later marks.

One of the biggest changes made was the replacement of the Merlin engine with the Griffon, a larger Rolls Royce engine which eventually produced over 2,300 horsepower compared with the 1,050 horsepower Merlin in the Mark I. This engine was longer than the Merlin and the cowling now had a longer and distinctive downward sloping appearance.



Up to five propeller blades were needed to absorb the power of the Griffon and in one of the greatest visible changes to a Spitfire some variants were fitted with two contra rotating three bladed propellers!



So much heavier was the last development of the Spitfire that it is said that compared to the first operational Spitfire it was like taking off with 32 *airline passengers and all of their baggage on board!* Despite all of these changes the Spitfire was apparently still a pleasure to fly. The famous Spitfire test pilot, Jeffrey Quill, said that the last Spitfire was "by then a much more powerful, noisy, tough and aggressive lady, certainly, but a lady just the same."

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Monty Tyrrell Scale Rally 2010



Another fantastic event. Even though the weather was anything but perfect a hardy bunch of modelers soldiered on and all had a great day,

The Swap Meet also proved pretty popular so hopefully that will be bigger and better as well next year

Winners:
Monty Tyrrell Trophy
Mark Collins

ARF
1st Steve Malcman – Cessna Skylane
2nd Daniel Wheeler – Pitts Special
3rd Neil Addicott – Mig 15

Scratch Built
1st Mark Collins - Hughes H1
2nd Mark Radburn - Fly Baby
3rd Geoff Healey - Decathlon



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An event doesn't just happen it needs helpers.

So a Big thank you to Darryl Cope and David Walsh for organizing the day. Keith and Bill for manning the pound . Paul S & Peter T for the flightline. Ivan H for the Photos , Ivan C for the Swap meet, Keith Schneider Graeme Goddon and Pearl Schubach for the judging Frank Mc for selling the raffle tickets and to anyone I have inadvertently missed/



Mug of the Month

For a long time now Paul Somerville has been wanting to make an elevated work platform to enable repairs to the shade shelters and other elevated jobs to be done much more safely.

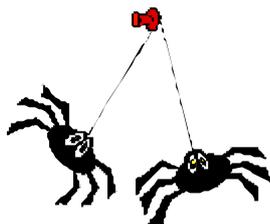
Over the last few months he scrounged an old aluminum tray from a Ute. He then followed a lot truck and picked up other stuff that fell from them until he had all he needed for his pet project. He then began work and pieced it all together.

I was down at the field a couple of weeks ago and Paul had mounted this contraption to trailer and was proudly showing it off.

When the time came to put it away in the shed for safe keeping. Now, Paul loves taking measurements and he took quite a few to establish the ideal working height for this contraption. Unfortunately, he didn't take the measurement that would have told him that the Shed door height was lower than the elevated platform height.

Duh !!!!!!!!!!!

Late breaking Mug..... Andrew Mysliborski was driving along Stud road the other day when he felt a tickling sensation on his leg. Stuck Fearing it was a spider Big tough Andrew screamed and swung his hand at his leg to brush it off. (I may have exaggerated with the screaming bit) Any way he then suddenly realized that his car no longer works and he cruised to a stop on he side of the road.



Andrew discovered that what was crawling up his leg was actually his car key dangling from the ignition and when he flicked them off he somehow managed to turn the car ignition off

Events Reminder

- **Club Meeting 7th April** at the field 8pm start
Our meeting date was changed this month as it was originally scheduled for Easter Sunday.
As this is an evening meeting why not bring along you light equipped night flying models
- **VFSAA State Scale Champs 18th April**
- **Roy Rob is now on the 16th May**
This is a rerun of the event that was cancelled earlier this year.
- **OS Engines on the 23^d May**
A great event this one. Anyone can fly any model but if it is powered by OS you can enter into the draw for some great prizes.

New Webmaster

The good news is that your editor doesn't have to workout how to use the website anymore

One of our more IT technically minded members, Paul Webber has volunteered himself to take over the website and IT systems management for the club. Welcome to the committee Paul

No doubt you will start to see a few website changes over the next few months and once again the home page can be used as a club notice board.

If you see Paul at the field let him know what you would like to see on the site.

Next Club Meeting

I know its an evening one and it is at the field but it should be a good meeting to show up to The committee is flushed with ideas for club improvements and a few of these will be put to the vote so come along.

It is important that you attend club meetings For example at the last meeting a new charging facility was discussed. This entailed us removing part of the existing facility. If you had attended we would have some members complaining a calling the committee names over this temporary inconvenience.

State Champs Scale

Sunday 18th April
At P&DARCS Field
No general flying on this day.
Categories run will be ARF and F4C



The ARF class is run to very simple rules so why not come along and give it a go. Who knows you may turn out to be the State Champion.

The event will be run by the VFSAA
(Victorian Scale Aircraft Association)

P-38 Lightning Part 1

By Knobby Clarke

In February 1937, the United States Army Corps issued Circular Proposal X-608. It called for a high-altitude interceptor capable of at least 360mph at altitude while carrying a minimum of 1000lb of armament. The aircraft was to have a tri-cycle undercarriage and to be powered by twin Allison V12 engines with turbo-superchargers.



Lockheed won the competition with its model 22 design. Construction began in July 1938 and the first prototype XP-38 flew in January 1939. There was no problem with the speed and Lockheed received a further contract to build a pre-production series.

Further flight testing of the YP-38 series revealed handling problems. Although the roll rate was a little slow for dog-fighting, the low speed handling characteristics were excellent with a particularly benign stall. Pilots reported that, like the Spitfire, the Lightning could be held in a tight turn right on the edge of a high-speed stall without fear of falling into a spin. However, in high-speed dives the aircraft suffered from what the test pilots reported as “buffeting”. The tailplane would shake violently and the dive would steepen with a further build-up of speed. Because of its relatively thick wing section, the P-38 had a low critical Mach number of only 0.68. That is, the effects of compressibility were felt at lower speeds than in other aircraft. The P-38 was seriously affected by compressibility at 470mph, only 70-80mph above its cruising speed. It took several years testing and the lives of a number of test pilots to sort out the problems.

It was eventually established that one cause of the “buffeting” was the formation of shock waves in the airflow at the junction between the in-board portions of the wing and the central nacelle. This destroyed the even flow of air over the tailplane. Once the shock waves were removed by the addition of large fillets to the wing roots, the violent shaking of the tailplane was controlled.

There remained the problem of “Mach tuck”. When a shock wave forms on the upper surface of a wing, the effect is to shift the centre of pressure towards the rear of the aircraft. This causes the aircraft to steepen in its dive, which increases the speed, which increases the effect. This “compressibility stall” leaves the pilot helpless. He can only hope that the thicker air at lower altitudes will lower the operating Mach number of the aircraft so that he can regain control before the ground intervenes. A number of different unsuccessful solutions were tried before the engineers hit upon the idea of using fast-acting dive brakes not to slow the aircraft but to force the centre of pressure of the wing forward.

Although the P-38 entered service in mid-1941, these problems were not resolved until 1943 and even in 1944 P-38Js in the field were still waiting to be retro-fitted with dive flaps. This limited the success of the type in the European Theatre of Operations, but it was very successful in the Pacific. It was heavily armed with four 0.5in machine guns and a 20mm cannon in the nose. Moreover these weapons were clustered rather than scattered along

the wings so that the fire was very concentrated. This meant that pilots could usefully engage at greater ranges. The basic high speed combined with correct tactical flying made it more than a match for Japanese aircraft and their tactics.

There are three manufacturers who offer flying models of the P-38 at about 80in (2100mm) wingspan. You can regularly see adverts on ebay for the Nitro Models version.



There is a version made by VQ Models which can be purchased in Australia from dealers, who stock the VQ range.

And there is version made by ESM which is sold in the UK by YT International and in Canada by Kondor Model Products (KMP). Austars Models are the Australian distributor for ESM, so it is possible that you may be able to obtain a kit from them.



There is little information on the Nitro Models product but there is a very good thread on the www.rcuniverse.com forum which describes the parallel construction of the other two kits.

About eighteen months ago I discovered that Addie's Hobbies had an early copy of the ESM kit for sale second-hand. Although the cardboard box was a bit moth-eaten, the contents were still untouched in their plastic bags. As the kit was being offered at a substantial discount, I bought it immediately. It has languished on a shelf in the garage until now, but last week I began construction.

Forewarned by the extensive advice in the construction thread, I began by attacking the mounting for the tailplane. But we will have to wait until next month to tackle the construction. I'll be waiting at the workbench till you are all back.

William Malcolm Pryde Caesar

23.12.1929 - 11 .3 .2010

Founding Member

Life Member

Sadly another one of our fold has left us for the endless, tree less flying field in the sky.

Mal was well known by the majority of our members and I am sure that most of us would have a story or two to tell about him. He was a loveable larrikin a twister of rules but never malicious in his endeavours. Mal would lend a hand to anyone who needed one and quite often even if they didn't need one. He loved people loved a chat and more recently loved talking and reminiscing about the past glory days of the club.

Mal was a foundation member of our club and was also heavily involved in the search and purchase of our current flying site.

At Mals funeral service I heard of another side to Mal, the dedicated family man.

Mal packed a lot into his life and certainly lived life to the fullest. He will be missed by all.



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Next Club Meeting Wednesday April 7th. At the Field 8pm start

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