

THE NEWS

MARCH 2012



Andrew Mysliborski Picture

Alan Foley's Eagle, in combat with a real Eagle protecting it's territory

EPP foam Raptor, called a Fly Eagle from Taiwan
1500mm wingspan, weight 500g, Motor
Hyperion2213@1030Kv,
ESC Hyperion 20 amp, battery Hyperion 3S, 1800mAh LiPO

No eagles were hurt in the making of this picture

P&DARCS

MONTY TYRRELL SCALE RALLY 2012
SUNDAY 18TH MARCH 2012

Reminders:

We are in CFA CENTRAL region, **NO FLYING OF ANY TYPE** on **TOTAL FIRE BAN DAYS**, refer to our Website, OR, cfa.vic.gov.au
No-one should be flying with last year's **BLUE** I.D badges

Next Club Meeting – Wednesday 7th March
At the Flying Field, 7-00 pm start

Allan Swift will be providing a Show & Tell on **ELECTRIC FORMULA 1**, which is a new R/C Pylon Racing event for aircraft powered by electric motors, should be very interesting, **BE THERE**

BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

P.O.Box 131, MDC
Cranbourne 3977
Field Telephone Number :
(03)-59 98 8431

President

David Walsh 0409 133591

Vice President

Ivan Chiselett 9898 4379

Secretary

Don White 9560 2726

donbrenwhite@bigpond.com

Treasurer

Peter Harris 0425 857 152

Registrar

Paul Webber 0417 558 779

Contest Director

Vacant

Club Captain

Kevin Chiselett 9887 6620

Facilities Manager

Vacant

Buildings Manager

David Glossop 8588 1549

buildings@pdarcs.com.au

Field Manager

Norm Morrish 0418 586 406

Editor.

Frank McPherson 8787 7454

editor@pdarcs.com.au

Webmaster

Paul Webber

webmaster@pdarcs.com.au

Social Director

Daniel Jenkins 5902 2987

Safety Officer

Norm Morrish 0418 586 406

Catering Manager

Vacant

Editorial Submissions to:

EMAIL editor@pdarcs.com.au

In This issue:

What's on, around the Clubs

Committee Reports and Notices

At the Flying Field

Night Flying and Lighting up a Model

Civilian Classics

Monty Tyrrell Day ad'

Editor's Bit

After the 4th April Club Meeting, there will be demonstrations of;

How to Light Up a fixed wing Model, (Frank McPherson)

How to Light Up a helicopter, (Paul Webber)

Plus demonstration flights

Also, interested members will be able to purchase Led strips at the meeting

The next Twi –Fly event is on at 14th April, be ready for it

Night flying is the sort of thing that most people think is very difficult, in fact it is just different, exciting, and a lot of fun

To get started on Nite Flying there is an easy to follow article on our Website titled “ How to Light Up a Model (on the ‘cheep’) “ The article will also be printed in parts in this Newsletter over the next 3 issues

That article describes how to fly at night, and one method you can use to put really bright, easy to see, low cost, lights on a model
Also included, are the reasons why the lights are placed in certain positions on the model, typical cost / how to attach the lights / wiring / battery and testing

Any model can be used for night flying, helicopter / foamy / high wing trainer / low wing aerobatic, etc, the larger the model the better, so you can fly it a bit further away and still have good visibility, and usually they are more docile, and easier to take off, and land, than small models

A large, high wing trainer is a good model for this purpose

Wind is usually not a problem, as it drops to zero, after 8-00pm on most nights as it did at the last two Twi – Fly events, making flying even easier, and comfortable for the spectators

So, you can now prepare a model and be part of our Twi – Fly team, having fun and lots of laughter

Frank McPherson Editor



What's On

At P&DARCS

March

07th Club Meeting

18th Monty Tyrrell Scale Rally

April

4th Club Meeting

14th Twi – Fly event

From the VMAA Events Calendar

2012

February

26th, HELI HEATWAVE. Wagga, NSW

See www.waggamac.org.au WMAC

March

2-4th, FUN-FLY & FLY-IN Warrnambool WMAC

31-1st, VMAA TROPHY inter-club FUN competition At the State Field

Your Club could win it

April

27-29th, WW 2 and Military Scale comp Wagga NSW, WMAC

President's Report



We had a great turnout to our last club meeting at the field even though it was a total fire ban day and therefore there was no flying. This is a great indication that our program of entertaining the crowd at our club meetings is paying off.

Steve Malcman ably assisted by our A.V expert Paul Webber presented a great session on gaining your Heli Bronze wings and even demonstrated the maneuvers using a flight simulator and our new data projector.

Our trusty social coordinator Daniel Jenkins has more in store in the coming months starting next month with a talk and maybe demo of the new class of electric pylon racing. Make sure you are there.

Whilst I am on the subject of our next meeting it will be a mix of our winter and summer programs in that it will be on Wednesday Evening at the field. Start time will be around 8pm but why not arrive early and have a fly.

We will probably bung on a sausage sizzle and a gold coin donation will get you one.

Our April meeting will also be on a Wednesday evening . We are trialling different meeting times / dates and locations to see what suits the majority of members.

As I mentioned earlier, we are also making sure that we have some entertainment at each meeting, so support our efforts by rolling up and enjoying yourself.

Also in April we have **TWI Fly Meeting** on the Saturday evening this is on the 14th So make sure that you read Franks article on adding lights to your model so you can have it ready to do some night flying.

This is also the last Newsletter before we run **the Monty Tyrell Scale Rally**. Make sure you support this long standing event . Last year we were well and truly washed out so hopefully this year will be a perfect day for flying We will allow a special dispensation if it is a fire ban day so don't let that put you off. There are lots of trophies and prizes to be won so make sure you come along and have a fly. Judging is low key so nothing to be scared about just come and have a good days flying. Sunday 18th March.

I haven't forgotten about my lake project by the way just got distracted by summer and holidays. I am still keen as is my trusty engineering consultant buddy Kevin Chiselett and I will make a point of getting an action plan together for the next newsletter.

I might even get you all to vote on line to show your support or lack of support for the idea. Ideally I would like to organize this without any fee increases however, if more pressing club needs demand the use of our money the idea may be shelved for a while.

That's about all I have for this month so see you at the field

David Walsh, Pres'

Secretary's Report

General meeting held 5th February 2012 at "The Burley Field" Wenn rd. Cardinia.

Meeting opened at 1255hrs.

Members present 30

Committee members 8

Apologies: N Morrish(Field Manager)

Minutes of the previous meeting be accepted:

Moved W Schubach, Seconded P Somerville

Carried

Business arising from previous minutes: Nil

President: A little more flying is anticipated as the weather has improved and the field is looking good.

The set up for the electric power for small charging is adequate, but for larger batteries to be charged it has been suggested that pilots bring their own charging units and use 240volt power outlets.

The next club event is the "Monty Tyrell" we will need Assistance from members to help on this event, as of last year there will be a car boot sale contact Ivan Chiselett for a spot \$10 per car.

The next General meetings will be on **Wednesday 7th March and 4th April at the "Burley Field" at 2000hrs.**

Club auction this year to be at Dingley Sat. 14th July more details later.

Presentation of Bronze Wings to E Hancock and P Roche
New MAAA rules on display

Field: Two tractors have been serviced, sprinklers have been repaired and are in use twice a week.

Treasurer: Accounts are good and the club is financial

Building: Roof over new charging station and benches need another coat of paint.

Maintenance: Sump pumps have been turned off for a while.

Social: Field closed on Sunday 26th for large plane competition.

Editor: Will assist any pilot who wishes to modify his plane for night flying

Web Master: When looking at web cams limit your times to A minimum as only 4 can view at any time.

General: Suggest solar panels to reduce power bills, change key system(discussed at committee)

**Next general meeting Wednesday 7th March 2012
2000hrs at
the Burley Field Wenn Rd. Cardinia**

Meeting closed at 1345hrs

Don White, Secretary

Buildings Officer's Report

Greetings and salutations, Hail and Ave to you all-

It has come to my notice that we had a (our first?) Li-Po battery fire on the timber bench at the new charging station (I think it was Tuesday), and that it was only fortuitous that some one walked past and noticed it and managed to knock the battery onto the concrete paving and let it burn itself out – I have no exact details of this event

Asking (telling, begging pleading, entreating) people to stay with their batteries is not really an option, perhaps we should clad the bench top with sheet metal and provide some fire proof "bricks" (are fire extinguishers effective?)

Out of sight is out of mind it appears and the IQ of some members would not seem to encompass include staying in attendance when charging their batteries

The whole subject of 240 volt vis-a-vis 12 volt power supply also needs sorting out (this is a separate issue to fires as charging facilities don't seem to matter)

Gas Bottle Enclosure (rear of Clubhouse kitchen)

The roof frame of this structure was badly rotted, I have prefabricated new roof framing (it is in the "store" next to the new toilet)

A small working bee occurred last Sat' 18th Feb', the framing is now done, only the roofing iron needs to be put back on



Some minor works still need to be done to complete the new charging station (pavillion) and the "store room" can then be finished

David Glossop, Buildings Officer

Message From The P&DARCS Committee

Keys & Badges

Effective immediately the committee have passed a rule that the cost of replacement keys & badges will be passed along to the member requesting replacements. Cost for a key will be \$30 and a badge \$5. Cutting keys cost us \$25 each plus postage & handling, hence the price & the need to pass along costs.

A reminder, it is a club rule that badges are to be worn at all times when flying. As the signage around the club says, **"NO BADGE, NO FLYING"**.

Flying of rockets at P&DARCS

Recently there have been a few members launching rockets at the field. Rockets are a new discipline that has recently been introduced by the MAAA. Some concerns have been raised by the committee around how this would work at our field. Therefore the committee will begin investigations into the rules, regulations & safety implications of this new sport. This will then be presented to the members who will then get to vote on whether this sport will be allowed at P&DARCS. Until this is done, the committee have passed a motion that there is to be no launching of rockets at P&DARCS until members vote on this subject.

Facilities Manager's Report

Another month has gone by; it's great to see the field has finally dried out.

We have recently turned on the sprinklers for the runways and the two water harvesting sumps on for the first time, after the past two wet years.

The sumps have had a minor service as well but require a major service when I organize a working bee to clean out the sump tanks, they are bound to be quite full of mud and other materials.

The slasher has been taking away again for some minor rework to the cutting blades and drive assembly. The blades require replacing as they are quite worn out, as well as the drive out put that carries the blades underneath the deck.

The water filter cartridge for the fresh water also has been replaced, as the previous one was almost blocked by the foreign materials that are in the fresh water tanks.

I have taken over some of Norm Morrish's tasks at the field, as he is not well at the moment.

Apparently this is one of his albeit roués to get me to take over his job. WRONG !!!!

Paul Somerville
Happy Landings

Webmaster's Report

Again Just normal maintenance this month, apart from a few power outages there is not much to report.

The Website stats are as follows.

2,115 Visits
81 Unique Visitors
8,235 Page views

As normal Webcams are the fruit of the month with 1,431 hits to the West Cam and 1,412 to the East Cam.

Still looking at more Webcams, hopefully I will get one to test soon.

I am trying to keep the website interesting and informative. If you have any suggestions / articles / photos etc please give me a yell.

Paul Webber, Webmaster

Field Manager & Safety Officer's Report

Hi guys, well this time last year we were much involved in the big clean up after the floods.

I am glad to see the legend couch growing again on the runways and pits. It was destroyed by the floods last year.

There is some kikuyu couch and this will be poisoned. The kikuyu can be seen beside the pilot stand area for the Eastern strip. It is not suitable for runways.

We have set the mower height higher than normal to protect the runways during the hot season.

The sprinklers are operating automatically during the night on the main and eastern runways. Cracks are appearing where the normal grass has died off. The couch stops the ground from cracking and this is why we will continue to promote the couch growth.

Field Manager & Safety Officer's Report

We have received 6 truck loads of free top soil, approximately \$3,000 if we had to buy it. We have filled the low spot at the south east corner of the Eastern strip and also the large spoon depression at the northern end of the Western strip. We will not do any further work on the runways until the grass begins to grow again. We are filling low spots at the western end of the pits so this will reduce the area for water to lay for days after heavy rain. Further deliveries of dirt will be stockpiled to do the runways. We have made a steel spreader that is towed by the tractor and this basically eliminates the need for manual work.

The grass barrier on the inside of the runways was incorrectly cut too low and I apologize. It will not stop a large model, so please be careful until it grows again. The grass under and around the styles has been cut and poisoned so that they will remain clear for you to climb over without worrying about snakes hiding under the styles.

A big thank you to all the mower men for keeping our field regularly cut, which looks great. It will only continue to get better as we utilize the free dirt.

Norm Morrish, Field Manager and Safety Officer

Social Director's Report

Hi all,

First off I'd like to say a big thank you to Steve Malcman & Paul Webber who gave us an excellent talk on the various maneuvers required to get your Helicopter Bronze Wings at the last club meeting.

Steve walked us all through each of the maneuvers (using the new data projector), & there was a great deal of interest especially from fixed wing pilots.

Who knows, we may see more choppers appearing! Unfortunately we had 55 knot winds on the day, so a flying demo was out of the question.

To quote the P&DARCS weather station it was "hold on to your hats" weather.

For the next meeting on the 7th March which is a WEDNESDAY evening rather than on the weekend, Allan Swift will be doing a Show & Tell on **Electric Formula 1**, which is a new R/C Pylon Racing event for aircraft powered by electric motors.

Alan will explain details about the models, rules and setup of the aircraft & he will then give us a flying demonstration.

This sounds like an interesting subject & I hope to see you there. As this is a Wednesday, why not bunk off work early & come down to the field, We will also have some snags on the barby which will be available for a gold coin donation.

For those interested in more details on this new format, there is a good article on the subject in the latest Airborne Magazine.

Also on the calendar for March is the Monty Tyrell on the 18th. This is always a great event at the club & is a nice relaxed atmosphere to come & fly in. This is also great opportunity to catch up with other club members, so why not come and see what it's all about. I hope to see you there.

Two other non-club events for March,
Tyabb Air Show on the 3rd and 4th March

VMAA Trophy on the 31 March / 1st April, at the State Field

Daniel Jenkins, Social Director

Registrar's Report

Membership List

I have updated the member list on the forum and sent a bulk email out to all that registered. If you have forgotten your username and password then just let me know and I will tell you your username and you can reset your password via the forum.

Still have to do the paper copy at the field.

<http://www.pdarcs.com.au/forum/>

Membership Renewals

Reminder: - No-one should be flying with last year's **BLUE** cards.

I have noticed at least two members flying with the old badges. I know these are paid up members but other members would not. Do not get offended if you're challenged by a member that does not know you. If you have lost your card then let me know. Cards cost the Club \$5.00 each and I can order you a new one at cost.

To date we have 179 members who have rejoined, 21 who are non-financial and 9 have resigned.

Keys

Again, if you have lost your Club key then let me know. These keys are **very expensive**. However I prefer to send you a replacement so you can lock up properly.

Cost of the key out weighs the cost of repairs for malicious damage or equipment replacement.

New Member Applications

No new members at the time of writing this report.

Cheers,

Paul Webber, Registrar

IAN (ROBBO') ROBINSON, He who flies regardless of the weather

After the last Club meeting at the Flying Field, the CFA cancelled the total fire ban, some of us ventured outside, and put up with the 55km westerly wind, thinking, no – one will fly in this gale

To our amazement **ROBBO'** started to fuel up his 40 size Low wing model

We all thought " we gotta see this " with the wind ripping the tan bark out from under the model stands, us having to lean into the wind to be able to stand up, and the birds flying backwards, our **ROBBO** set up and took off, he put on a sterling show of flying at full throttle in the howling gale, lots of aerobatics, and landed it with zero damage



Our **ROBBO** (man and machine)

AT THE FLYING FIELD ON A NICE SUNDAY 19th FEBRUARY

Peter Harrison's 3 engine special machine, 2 off O.S 15, 1 off O.S 46 AX, a little heavy, but it performs well



Don White's much flown Tiger 60, Enya 90 4 stroke, 14 x 6 prop



Roly' Gauman's neat Hurricane, from an early Mick Reeves kit, 20 cc motor



Ross Bathie (Lillydale) Piper Pawnee tow plane, D.A 120, Exor 28 x 12 prop, 18kg



Ross Bathie (Lillydale) Phoenix K88 glider, (towed by the Piper Pawnee)



Alan Foley making a point to Stuart, and Wife Agnes + Andrew Mysliborski, pondering what to fly next !



This is part of the Article provided on our website in full, it will be in the Newsletter in three parts

NIGHT FLYING & LIGHTING UP A MODEL (On the 'cheep')

By Frank McPherson, P&DARCS February 2012

1. FLYING AT NIGHT, IT'S EASY

Height Reference (the horizon)

As the light fades in the evening, (around 8-30 to 9-00pm in summer) there is always some background light , so you can see where the horizon is, and use that as a height reference, so you can keep your model above terra firma

When it is "dark", (after 9-00pm) you can still see the horizon glow, and use it as a height reference for flying

At this time it is best to fly circuits, or simple aerobatics, at a low height for good model visibility

Take – Off and Landing (a spotlight)

If you can see the model, and the outline of the strip, you can keep it on the strip during the take – off run

Likewise, if the runway threshold is illuminated, you can see where to land the model

The best method to provide the lighting is using a 100 watt 12 volt spotlight, handled by your flightline assistant, (your spotlight man)

2. SELECT A MODEL

For easy flying at night the model you choose needs to be :

As large as possible

Docile to fly

Slow

Can carry a load, (low wing loading)

Put up with disturbed airflow over the wings

Has the wing mounted on top of the fuselage, (high wing)

For example, Boomerang Trainer 40 or 60 size, or any big trainer as they all generally have a low wing loading, and a high wing

The author uses a Boomerang 60, as it fits the specifications listed above, and it is low cost

3. WHAT LIGHTS TO USE

Light Emitting Diodes, LEDs, are the low – cost, efficient, easy to install lighting method

Colours

For best visibility, the colours that stand out at night are, **Red**, **Green**, and **white**

Type Of Led Lights

The self – adhesive flexible strips of leds are the easiest to install, they are low cost, very bright, and are available in the colours we need

They do not need external resistors, are rated at 12 volts, and work nice and bright on a 3 cell LiPO (11.1 volts), and draw only a small amount of amps, a 1000mAHR LiPO will light a model up for about one hour, non – stop, plenty of time

The part of a led strip shown on the next page, is 4 groups of 3 leds



The strips are usually supplied in 1M lengths, (60 LEDs), you can use the whole length, or they can be cut into smaller lengths in multiples of 3 leds, so you can cut a full strip up into 20 lots of 3 leds if you want

Purchasing the Led Strips

The LED strips are available from Hobby retailers, such as Hobby King / Jaycar / etc, they are also advertised on Ebay by various outlets, shop around, a good price is around \$ 8-00 per strip

4. WHERE TO PUT THE LEDS

You need to be able to see what the model is doing in the air (it's attitude) at all times flying basic circuits.

So the leds need to be able to show you when the model is:

- (a) Flying **towards** you, level, or turning
- (b) Flying **away** from you, level, or turning
- (c) Flying **parallel** to you, (looking at either side), **climbing or diving**
- (d) Flying **parallel** to you, (looking at either side), and starting to **turn towards you**, outside wing up
- (e) Flying **parallel** to you, (looking at either side), and starting to **turn away from you**, outside wing down

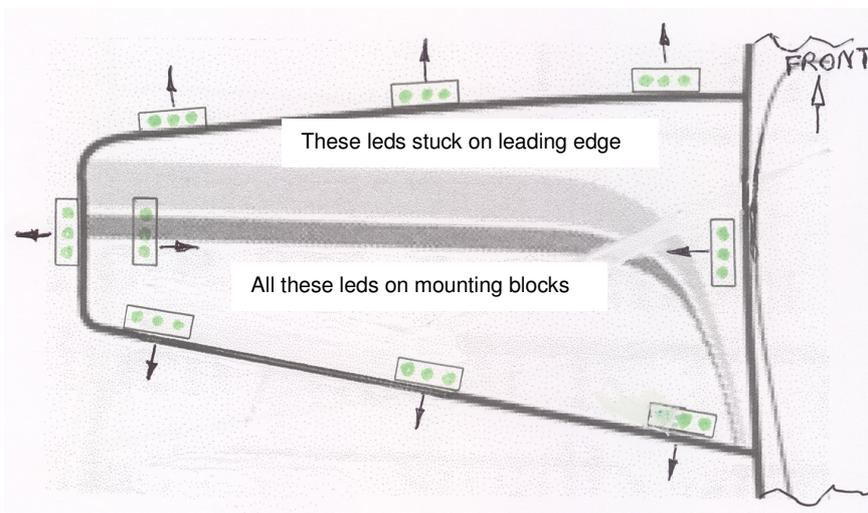
When the model is **climbing or diving**, you can see the general angle of the model indicate this, and the height changing

Wing Leds

Most of the flight conditions described above can be shown by leds fixed to the wings of the model, for best attitude awareness, one wing should have **RED** leds, and the other wing **GREEN** leds,

The diagram below, shows the best led positions for one wing, and which **direction** the leds should shine

The other wing will have the same led positions but be the other colour, which colour you use on which wing is your choice



CIVILIAN CLASSICS

By Richard (Dick) Ryland

Fokker D.V11

This aircraft went into service late in World War One, too late to alter the outcome of that conflict. It is however, generally held to be the best of the fighter aircraft in the air at that time. However it was not particularly attractive to look at due to the thick wing section and boxy fuselage. Also, aircraft with the prop shaft emerging at the lower part of the cowling never look quite right in my opinion.

Baron Von Richtohoven's opinion was of greater importance however and, shortly before his death after some changes made at his suggestion, he declared it the best of a number of aircraft vying for government orders in the last year of the war. At that time the famous Fokker Triplane was becoming obsolete at a time when aircraft design was advancing so quickly that the life of one aircraft design could sometimes be measured in months!



The D.V 11s powerful engine gave it a great climb rate and good speed assisted by the lack of drag from wing bracing wires which had been the norm. It was particularly easy to fly especially as the pilot didn't have to cope with the extraordinary and bizarre forces imposed on the aircraft by the rotating engines of previous aircraft. Partly because of its thicker wing profile it was fairly docile in slow flight and resisted the vicious stall and spinning characteristic of so many of its contemporaries. Twin machine guns firing through the propeller downed huge numbers of allied aircraft. Many German aces made their name in this aircraft.



The D.V 11 was so feared by the victors of the war that in the Versailles Treaty this aircraft was the only one specifically ordered to be surrendered to the allies. Just Fokker D.V11s and night bombers were to be surrendered. However, Fokker is said to have smuggled many back to Holland at the end of the war and these, and others, served in several air forces after the war.



The D.V11 is a very popular model aircraft subject and there are an extraordinary number of kit and ARF examples available. If you go to You Tube you can see many, many, of these flying. The D.V11 is a solid, workmanlike looking aircraft and was just what was needed at the time. Possibly the very best fighter aircraft that WW1 produced, it is indeed a Military Classic.



Monty Tyrrell Scale Rally 2012

Sunday 18th March 2012



All Types of Scale
Models Welcome

Boot Sale
Lots of Prizes
Lots of Trophy's

P&DARCS Field
Wenn Road Cardinia

www.pdarcs.com.au



46 McCrae Street Dandenong 3175
 Phone (03) 9794 5999 Fax (03) 9793 9108
sales@hobbyman.com.au
www.hobbyman.com.au



Triple-T
 INSURANCE SERVICES PTY LTD
 Call David 97675111

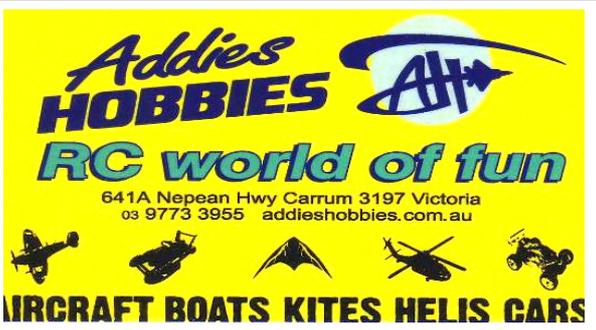


Kevin Chiselet 0409-425-312
kevin@scmodels.com.au

Andrew Smallridge 0417378753
andrew@scmodels.com.au

www.scmodels.com.au

Quality at the Right Price



641A Nepean Hwy Carrum 3197 Victoria
 03 9773 3955 addieshobbies.com.au

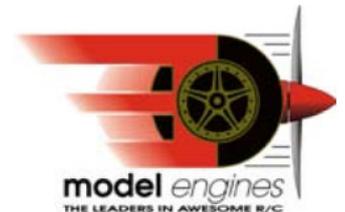


Stocking only quality products
 and accessories for the RC
 Modeller

20 Spring Square Hallam 3803

Phone FAX 03) 97031160
hallamhobbies@optusnet.com.au

www.hallamhobbies.com.au



Next Club Meeting – Wednesday 7th March At the Flying Field, 7-00pm start

Allan Swift will be providing a Show & Tell on **ELECTRIC FORMULA 1**, which is a new R/C Pylon Racing event for aircraft powered by electric motors, should be very interesting, **BE THERE**

P&DARCS Newsletter

If undelivered return to
 P&DARCS.
 Po Box 131
 MDC Cranbourne 3977

