

THE NEWS November 2011



P&DARCS

Brian Andrews Scale helicopter, at the P&DARCS Field around February this year.

Fuselage : Funkey, Bell Longranger

Mechanics : Raptor, E550 Electric 30 size

Power : LiPo, 6S, 5500mAh, 30C

Flight Time : 10 minutes

Next Club Meeting – Wed 2nd November

Markus Road Dingley Hall, 8pm start

Guest Speaker, **Brian Green**, founder of RCM Magazine

BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

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O.S Engine's day ad

Civilian Classics, [Cessna 172](#)

Editor's Bit

GOING FLYING

A Few Days Prior

Check the Weather Forecasts on BOM / Cora Lnn / Koo Wee Rup, mainly looking at the wind strength, take the average Emails fly around, re opinions of which day is best, + who has the free time

On The Day

Out of bed early, look at weather out front door, looks good, into workshop, decide what models to fly, get them' off the roof racks Connect receiver batteries to trusty Swallow chargers, on workshop floor

Back in the house, make a cuppa for the little Lady, have brekkie, cut sangers for lunch

Outside again, put models + flying gear in car (don't forget anything) say By By to the little Lady

Off to P&DARCS, for a good days flying + sitting around solving the world's problems with the guys, ahh what a life

Frank McPherson

Editor



What's On

- 02nd Nov Club Meeting winter series
- 27th Nov O.S Engines Fly – In
- 03rd Dec Club Meeting summer series, Flying Field
- 14th Dec Annual Twi – Fly, and Social Nite BBQ

From the VMAA Contest calendar

- Oct
 - 1-2 Pattern Aerobatics / F3A
 - APA Australian Championships Albury TCMAC
 - 1-2 Old Timer: Eastern States Gas Champs, hosted by SAM 1788 (Paul Farthing 02 6364 0264)
 - 2 Electric F5J comp. (see electrics) at Wangaratta WAM
Picton, NSW
 - 8-9 **New event, suit most electric gliders** AEFA
 - VMAA Country Visit to: Cobram MMAC
 - 15 Sports Aerobatics Greensborough GMAC
- New Event. Note: It's on Saturday**

Wings

Bruce Horskins passed the test for Gold Wings Fixed Wing, on Tuesday 04th October, tested by Glenn Burgdorf

Congratulations Bruce

Presentation of Wings will be set for a General Meeting

President's Report

First of all I would like to thank the guys quietly working to get our field back into long term order. These efforts were rewarded last week when a heavy downpour created a river through the pits.

The water drained off quite quickly due to the work Norm Morrish and his band of merry helpers have done over the last few months. Great effort Guys.

Also the weekend before that we had a burst of very strong wind which blew the shade cloth off quite a large area of shade hut. However, our facilities crew were on to this quickly thanks to it being spotted on the webcams. Thanks to Paul S and Daniel J and any one that assisted them in fixing all of this up. Another great effort.

Now lets move away from the constant maintenance the field needs and move on to future stuff Last months Prez report seem to have sparked a little discussion not a lot at this stage but some is better than none. Any constructive discussion is good for the club, as once we get through this tough post flood reconstruction period, we really should look at what direction next for P&DARCS.

For varying reasons (bathroom renovations) I haven't been able to get down to the field that often since I became Prez . This is disappointing as i would like to hear your views on a few ideas that I and others have had for a while now. Obviously we have a few ongoing projects on the go which will recommence soon such as the completion of the new charging area. These will start up again soon as the field dries off a little more. I mentioned a couple of my pet ideas last month. So here is a list of ideas including mine that have been bandied around.

- Lake for float flying and maybe boating - would give us a nice flying alternative
- Hard surface runways- be great for small wheeled models and jets
- New clubhouse raised above the flood level – would also give us a birds eye view of the field and its activities
- Raised equipment storage area to protect our equipment during flood
- Construction of new machinery shed on the raised area

Once very recent idea came about because of the popularity of the webcams. The idea is to install a couple more . As this is a pretty low cost thing to do we are currently looking in to it.

The biggest problem with great ideas is funding them. Unfortunately, owning our own land can be a disadvantage as funding from a local council is unlikely.

Unlike Queensland we don't have a state lottery fund that gives grants to local clubs and the like.

So we nearly always need to fund it ourselves. How do we do that?

- Raise fees - not popular
- One off levy - good method as we could raise \$17,500 for each \$100 of levy but probably still not popular
- Borrow from VMAA or MAAA .Cheap money really at an interest rate 1% less than the reserve bank rate.
- Allow paid advertising at the field - reasonable possibility
- Sponsored projects - naming rights etc not sure how likely this is but you never know

In relation to the last option we do actually have a sponsored project as Model Engines have paid for a new Windvane to replace our windsock. I organised the making of it and model engines paid for it so how goods that.

There is Hitech and OS Engines advertising on it and it looks great and should work great and should last longer than the sock. We will have that installed before the OS Day next month. A big thank you to model engines for supporting us in this way.

That's enough from me for this month (I must miss doing the newsletter as seem to just keep writing) Please think about these ideas, does that float your boat? Do you have ideas or do you just want to keep the status quo ?

Next time I see you at the field come and have a chat.



Cheers, **David Walsh, Pres'**

Secretary's Report

General meeting held 5th October 2001 at Marcus Road Dingley

Meeting opened at 2007hrs.

Members present 29

Committee members present:- D Walsh (President)
D White(Secretary) P Harris(Treasurer)
P Somerville(Maintenance) D Glossop(Building)
F McPherson(Editor) D Jenkins(Social)

Apologies: I Chiselett, N Morrish, D Trusler

Guest: Alan Craigie

Minutes of the previous minutes be accepted. Moved P Somerville Seconded D Jenkins, Carried.

Business arising from previous minutes Nil

President:

Kevin Chiselett has consented to be our Club Captain for the coming year.

The wind vane has been finished and will be picked up by D Walsh.

Club rules are being up graded and will be posted on the notice board.

Flying solo at our field requires Bronze wings for new members, an instructor can be a members of the club, but the examination for Bronze or Gold wings must be done by a certified MAAA instructor.

Treasurer:

There is sufficient funds for the operation of the club

The current membership stands at 175

Field:

There is still some drainage work to be done, contractor to start next week to clean up more of the drains.

General:

Moved by D Glossop

That the Club allocate a sum of money, (not exceeding \$ 4000-) for concrete paving about the south and west sides of the new toilet block, for the new electric charging station area, and the work be put in hand as soon as weather permits

Seconder by D Jenkins, carried

Concerns of a pilot flying a turbine this to be referred to the Safety Officer.

Shade cloth has taken a bit of a battering the last few weeks due to the high winds and has been removed, but will be reinstalled in the near future.

Meeting closed at 2031 hrs

Next general meeting Wednesday 2nd November 2001 at Marcus Road Dingley 2000hrs.

Our guest Alan Craigie gave the members a talk on Aviation in New Guinea, some interesting facts on the rules and flying in the highlands of this country and how pilots cope with small run ways in the "bush" and the risks taken.

Don White, Secretary

Social Director's Report

On the social front we have the Annual OS day coming up on the 27th November. This is a great event sponsored by **OS & Model Engines**. Why not come along and have a good day out, look at lots of planes & talk with other modelers.

Better yet you can enter & put yourself in the draw for lots of nice prizes.

Have a look at the ad for the event, on **Page 9**, for entry details & conditions.

Everyone is welcome to attend or participate. Hopefully the weather will give us a break & we can all have a good day out.

I would like to thank Alan Craigie who was our guest speaker at the last club meeting.

He told us of his time he spent in Papua New Guinea aviation.

Our next meeting is on the 2nd November at Dingley village & our guest speaker is **Brian Green**, who was the founder of RCM Magazine

Daniel Jenkins, Social Director

Webmaster's Report

A fairly calm month with not much going in. Just some regular maintenance on the Club PC and general IT stuff. I have also been trying to keep interesting things on the Website.

I change this every Sunday so if you find something interesting then let me know and I will consider putting it on the Website.

I have also been looking at migrating the Website to a new version of the base software, and with Daniels help this is now on the way.

Once I have this sorted I will be looking at changing the look and feel of the website. I think that it is about time for a face lift.

Website stats for the month:- 15/9 – 15/10

1,551 Visits

585 Absolute Unique Visitors

2.54 Average time on site

27.60 New Visits

Webcams get the most hits with the West Cam getting 1,164 and the East Cam getting 1,071

Cheers,

Paul Webber Webmaster

webmaster@pdarcs.com.au

Registrars Report**Membership List**

I have an updated list ready to go. This has the same details as the other one just with a more up to date member listing. This is a secured .pdf file. I will also be putting a copy of this file on the P&DARCS forum. I will keep this list more up to date and you can down load it anytime.

Remember that the P&DARCS forum is **NOT** available to the public, and requires you to log in via your P&DARCS member login and password. An up to date list will be placed on the forum from time to time as required.

If you do not have a login to the forum, select "Register" at the top left and follow the steps. Remember you must use your real name as a login name. Once you register I will need to approve the registration, and then jobs done.

The member list is in "The Club House" - Current Member List <http://www.pdarcs.com.au/forum/>

Membership Renewals

Not much to report as most of the end of year activity has died down. I will process any renewal that we may get as fast as possible.

Remember:- No-one should be flying with last year's BLUE cards. To date we have 175 members who have rejoined, 22 who are non-financial and 9 have resigned.

New Member Applications,

No new member application at time of writing this report

New Member Orientation Sessions

Sessions for ALL NEW MEMBERS will be held at as required. New members are required to attend **one** session for a briefing on Club Safety Rules and an introduction to the facilities.

Membership cards and New Member Kits will be distributed at these sessions.

Please give me a call or send an email to arrange a time. There is still one new member that has not done their introduction.

Cheers,

Paul Webber, Registrar, Phone 0417 558 779

Email: Registrar@pdarcs.com.au

Facility Managers Report

It's been a quite few months for position as facility manager, how ever this month has been a busy one.

The slasher has had a major overhaul on it, all the skids and the side supports have been replaced.

I even fitted a guard over the P.T.O. drive system. A total of 14 hours was spent completing this task at my company's workshop in Burwood after hours



The second task was carried out at the field by first removing the dislodged shade cloth after the high winds recently, the following Saturday the aluminium strips were refitted and then the shade cloth was also refitted. Thanks to Daniel J, David G & Ivan C for helping out on the repairs to the shade cloth project.

The scaffold trailer works a treat for carrying out repairs to the shade cloth structure, it's a lot safer to use rather than what we did in the past which was questionable

It seems that we are going to have another wet spring judging by the amount of rain we have had so far, so just be a little patient as it is going to take some time for the ground to dry out as the water table is fairly high. As the water table drops during the warmer months the water run off will be a lot quicker.

Paul Somerville, Facility Manager

Field Manager's Report

October 2011

We are mowing weekly, however mother nature keeps throwing a heap of water our way, 50mm in 2 days late September and then a torrential downpour one week later. 35 mm in 20 minutes with hail.

This immediately flooded the pits and the runways. I was on site at the time so stayed back late to watch what drains needed improvement.

Bruce Horskins who lives nearby in Pakenham only got 1mm. The water was gone from pits by next morning and the field was flyable by Lunch Time.

The main car park drained immediately, so thank you to all members who helped with the drainage work.

The regular rain has made it difficult to clean up the dirt from the earlier drains dug.

Thank you to Frank McPherson for helping me to clean up the western drain using the **MORSOM TIPPER**. This little tipper trailer works great, it self empties which makes the job much easier.

Special thank you to Paul Somerville for his initial concept with this trailer. We are filling up low spots in the pits and deep holes in the long grassed area adjacent to our runways.

And here it is, being towed by the big front deck Kubota **FILLING**,



READY TO TIP



TIPPED



EMPTY, ready to be locked down for the next load



By the time this newsletter goes to print, 2 new spoon drains should be in operation protecting the two large car parks that adjoin to paddocks and we should have received our first loads of free dirt and compactable material. I have instructed the contractor to only deliver a week after any heavy rain. I will not be putting any on our runways until totally dry and type of good soil proven suitable. I want to do as much as possible while we have the growing season for grass to establish.

Our property will look like a construction site for a few months, but the end result will be worth it.

Norm Morrish – Field Manager

Safety Officers Report

Bronze Wings required to fly SOLO, has been discussed recently at the field. I know there are some older members who do not have their Bronze Wings, including myself. I had this topic clarified at our last committee meeting.

Approximately 6 years ago our club introduced the policy that new members must achieve Bronze Wing status prior to flying Solo.

Existing members were encouraged, but not forced to do their Bronze wings. Many had the earlier pilots badge.

To correct my situation, because I have rejoined the club approximately 6 years ago, I now have my Gold Wings.

Pilot Stand Area. We are reviewing this topic in regards general flying, aerobatics and 3D. We will put our findings in the newsletter for discussion at club meeting so that it can be included in our Safety Rules upgrade.

3D Flying. There are two clauses in our existing rules that I would like members to abide by :-
Clause 29A “ Any pilot intending to hover or perform 3D flight (Fixed Wing or Helicopter) shall use an alternate strip to the general flight line. Take off and landing will still be permitted on the main flight line, flying or taxing across adjoining strips is prohibited at all times.

Clause MOP – 014 General Model Rules. “ Important recent changes to this MOP are :

6.4 Fixed Wing Aircraft Flying 3D – the MAAA requires that all fixed wing model aircraft flying 3D maneuvers outdoors, excluding electric models with a wing span of one (1) meter or less, **are not to be flown any closer than 9 meters to all pilots operating at the time.** “ My comments – this includes the 3D pilot.”

Safe and enjoyable flying guys now that the better weather is here.

Norm Morrish – Safety Officer

Buildings Officer Report

Once again the weather has thwarted various attempts at work at the field, but we have at least obtained approval at last month’s meeting to go ahead with the paving about the western charging station, we have accepted a contract price, and the work will be done as soon as the ground conditions enable work to proceed. The roof etc. will follow A.S.A.P.

Also the clubhouse door latch furniture has been replaced after breaking last weekend – well done whoever made that piece of hardware so well that it survived as long as it did!! – Ha! Ha!

David Glossop – Building Officer

TENDERS

Tenders are called from interested capable parties for the erection of the roof over the new western charging station.

The work comprises timber posts, timber roof framing, corrugated steel roofing, flashings, eaves gutters and down pipes, painting, minor alterations to existing roof, and all sundry connectors, brackets, fixings, bolts etc. Tenders offered on an “all-in” labour and material basis are preferred and will be favorably received Other tenders on a “labour only”, “supply materials only” or some other basis may be considered

A time frame should be provided with any offers It is anticipated that the concrete paving under the roof area will be laid soon, so it is envisaged that this work could be finished before Xmas or early in the new year. Tenders by e-mail to buildings@pdarcs.com.au close at 5.00 pm 28th November 2011

Lowest or only tender not necessarily accepted For drawings, Spec. and details apply to David Glossop phone 8588 1549 or e-mail to buildings@pdarcs.com.au

David Glossop – Building Officer

Annual Twi-fly & Christmas Dinner



It's that time of year again to start thinking of Christmas, but for us at the club, we also think of our annual Twi-Fly (as well as the Christmas dinner).

This year it will be on the **14th December**, as always at the field.

This is usually a popular event with us, but we always have a huge problem ensuring the catering is sufficient to cover all attendees.

Therefore this year we are introducing a requirement that everyone must book & pay a \$5 per head fee to cover the catering costs & ensure we have enough food on the night.

On the day it will be a no booking, no dining policy, so please if you wish to attend, book in.

There are two ways to book, see me at the November or December club meetings, or print & cutout the booking slip below & send it to us & we will send you your tickets. All bookings must be received by the 7th of December.

| P&DARCS Christmas Dinner 2011 | |
|---|--|
| Name: | |
| Address: | |
| No of tickets required: | |
| Amount enclosed (\$5 each): | |
| Mail to: P&DARCS Christmas Dinner P.O Box 131 MDC, Cranbourne 3977 | |

O.S Engines' Annual Fly In VIC 27th November 2011 At P & DARCS

Wenn Road, Cardinia, Victoria (Melways Ref. 139 K1/Keymap 18 P16)

All Aeromodellers with O.S. Powered Aircraft Welcome

Must have current MAAA Membership to fly! Heavy Model Permits required for all aircraft over 7kgs.

**All registered pilots* who fly with O.S powered aircraft,
including OS Electric Motors, go into Grand Prize Draw**

(max. 3 aircraft per person)

(* each aircraft must fly to be eligible for the grand prize)

- Prize draws throughout the day
- Relaxed, fun days flying at one of Australia's premier R/C flying fields
- Only O.S. powered models permitted to fly on the day (No Exceptions)
- All types of aircraft welcome from trainers to giant scale & helicopters
- Transmitter pound in operation and hot food & drinks available all day
- Enter on the day prior to 11.00 AM (Please fill in registration form prior to arrival to help speed up the registration process).



**OS MAX 95AX & 50mm
OS Brushless Electric Motor
Grand Prize Draw Donated by:
Model Engines &
OS Engines Japan**

Registration from 9.00AM

Entry Fee: \$5 donation (for up to 3 aircraft). All proceeds go to P&DARCS

Proudly sponsored by Model Engines & O.S. Engines Japan
Special thanks to the Pakenham & Districts Aircraft Radio Control Society inc.



CIVILIAN CLASSICS *By Richard (Dick) Ryland*

CESSNA 172 Skyhawk

This is arguably the greatest aircraft ever made as it has outsold every other aircraft by a long, long, way. There are far more 172s flying than any other aircraft anywhere. The first 172s were sold in 1956 and today, fifty five years later, over **forty three thousand** have been delivered and they are still being made today! No other aircraft has come even close to that number.

Those numbers are a real surprise because the 172 doesn't figure in a lot of conversations in the clubhouse does it? It is definitely not one of the more dramatic aircraft as it is simply a small civilian aircraft that just day in and day out does its job well and doesn't draw much attention to itself. From its very earliest days it earned a reputation as a thoroughly reliable and easy to fly four place aircraft. It was designed at a time when it was thought that private flying would be very common in the future and every effort was made to make it as simple to fly as a car, and it was advertised on that basis.



One feature which made flying it simpler was the use of Frise ailerons the bottom section of which pokes down into the wind under the inside wing in a turn acting as an air brake removing the need to use the rudder in a turn. It has huge fowler flaps which increase the wing area when deployed and develop extra lift also. This leads to a good steep approach over obstacles and a relatively low landing speed. The high wing leads to superb vision out and downwards but does limit it upwards and on the inside of turns. The high wing, having the weight of the engine etc. below it adds to the stability of the aircraft and washout in the wings contributes to docile stall characteristics. The fixed pitch propeller is another aid to simpler operation.

As a teenager I looked down on all Cessna aircraft as not *real* aircraft because all *real* aircraft such as the Spitfires and Mustangs of my dreams had low wings. After a lifetime of flying though I have actually come to prefer high wing aircraft even in gliders where I did most of my flying. It always feels more natural to me somehow to be hanging under the wing than perched up on top of it.



Apart from the way it performs, the Cessna 172 is a superb looking and beautifully proportioned aircraft despite the current shape having hardly altered since the mid Sixties. With the swept tail and tapered wings it still looks great parked amongst more modern aircraft. How many mid Sixties cars still look that good today? Yes, it is one of the great Civilian Classics, perhaps the greatest of them all!

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Call David 97675111

Next Club Meeting Wednesday ...2nd...Nov'..... at Marcus Road Dingley 8pm start

P&DARCS Newsletter

If undelivered return to
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Po Box 131
MDC Cranbourne 3977

