

THE NEWS

FEBRUARY 2012



P&DARCS

Ian Thompson's neat **DHC-2 Beaver** from Model Flight S.A

HiMark motor, Phoenix 60 Amp ESC, 5000mA 3S LiPO
12 x 6 E APC prop, 1730mm wingspan

If you fly Helicopters, at the next club meeting on Sunday 5th Feb, Steve Malcman will be giving us a demonstration of the steps required to get your Bronze wing for Helicopters

Reminders:

At the Roy Rob Event on 29th January, **THE FIELD IS CLOSED FOR GENERAL FLYING**

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

Next Club Meeting – Sunday 5th February
At the Flying Field, 12-30 pm start

BURLEY FIELD

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www.pdarcs.com.au

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Editor's Bit

The Twi – Fly went so well !

What can I say, words (almost) fail me to describe it;
The people in attendance, a good roll-up
The cars in the car park
The planes in the pits and air
The yummy food in the Clubhouse, + mouth watering aroma of the cooking
The laughter and frivolity
The relaxed atmosphere, people in expectation of a feed and fun nite
The first event this year that has not been cancelled
The flying field looks a real picture
The O.S Engines crew out in force, what a great demo' of models and flying,
even multi – cylinder radial engined warbirds

The wind dropped to zero Km after about 8pm
The Twi-Fly crew did a great job of showing it is easy to Nite Fly

Even the rabbits or hares were out in force on the east side strip, near the main strip, Daniel - J picked em' up in the landing spot light

I intend to put together a description on " How To Light Up a Model (on the cheap) "
With pictures / diagrams / reasons why / where to get the stuff / for non - technical people
Hopefully get some more nite - flyers, when they realize it is not difficult to set up, and fly

Frank McPherson Editor



What's On

At P&DARCS

January

29th **Roy Rob Event**

February

08th Club Meeting

March

07th Club Meeting

From the VMAA Events Calendar

2012

February

26 th, **HELI HEATWAVE.** Wagga, NSW

See www.waggamac.org.au WMAC

March

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

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

Your Club could win it

April

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

President's Report



Happy New year everyone. You will see elsewhere in the newsletter that our membership figures are back up to our projected figure of 180 . That's great but ... Where are you all ?

Saturdays and Sundays are pretty quiet so I can only assume that you are all on Hols or fly during the week. If you haven't been back since the floods then please visit as the field and club rooms are in Immaculate condition, thanks to the hard work of Norm Morrish, David Glossop Paul Somerville , Peter Harris , Frank McPherson and many others.

The club rooms are looking better than they have for a number of years and the second charging station has a pergola now and is nearly fully operational. So COME on DOWN.

The Twi Fly was a great success and around 60 members had a chin wag , fly and watch some night flying .

The food was great as usual so overall it was another successful Christmas Party. If you have always fancied a go at night flying then check out the club calendar as we have scheduled a mid-week evening fly in for the 14th April.

If you do check out the calendar you will also notice that we are trailing midweek club meetings at the field instead of Dingley hall. The dates for these are 7th March and 4th April. We have also had discussion in relation to holding out committee meetings at the club house as well .

We have a great facility which is perfectly suited to running our meetings so why pay to hold them elsewhere? Anyway we are just trialing it at the moment and welcome your feedback AFTER the first meeting on the 7th March.

There will also be a sportscale event at our field on the 1st April run by the Victorian Scale Aircraft Association. I know that most of you have a scale ARF so why not enter. The event is not complicated and there is no static judging .

From memory you fly 7 manoeuvres plus take off , approach and landing. There is a list of manoeuvres on the VFSAA website at vfsaa.org.au so you can get practising.

I did have a mug of the month but after being in holiday mode I have totally forgotten who it was or what they did So in a break with tradition I will dob in myself as I currently have a big fat bandage on my aileron and throttle thumb. I had an argument with a band saw and didn't win.

Tip, Don't rush when using power tools and don't lean over 2 to 3 feet of junk to access the saw as it kinda puts you off balance .

Have a great 2012 and make sure that you fill it with lots of flying.

David Walsh, Pres'

Secretary's Report

No report at this time

Don White, Secretary

Facilities Manager's Report

No report at this time

Field Manager & Safety Officer's Report

No report at this time

Norm Morrish, Field Manager & Safety Officer

Buildings Officer's Report

THE WESTERN CHARGING STATION

(henceforth referred to as the "Pavilion") is complete except for some painting and bird proofing. Some of you may have already seen it "in the flesh" or on the club web site

A great big thanks to all involved in helping.

240 volt power is now available (and has been for some time); the 12 volt service will be done ASAP and the finishing off of the store room will follow on.

Next will come the water tank, downpipes and plumbing to collect the roof water.

THE CLUBHOUSE

The carpet in the clubhouse "nook" has been laid but the junk in it is still there

BE ADVISED – if anybody wants any of the "bits and pieces" littering the "nook" – **REMOVE IT NOW OR IT IS GOING INTO THE DUMP MASTER!**

The kitchen bench cupboard (under the SS sink) has been mouse-proofed (yet to be put to the test) and stronger door catches need to be fixed

The gas bottle enclosure behind the kitchen pantry is in poor condition and will need rebuilding in the near future

David Glossop, Buildings Officer

An apt name for the Pavillion could be " The Glossop Pavillion "
ED

WANTED

OS 90 FS suitable for spare parts only.

Contact: Paul Somerville via email
msom5709@bigpond.net.au

For Sale

"Lazy Ace" biplane, 1955mm wingspan, O.S 120 F.S four stroke (new) \$ 500- O.N.O
Trevor Roberts 9798 0632



Registrar's Report

Membership List

I will update the membership list near the phone in the club house soon.

The most up to date version of the member list on the P&DARCS forum

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

Membership Renewals

Chris Dalianis has rejoined the Club, welcome back Chris.

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

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

New Member Applications

Malcolm Buckmaster

New Member Orientation Sessions

According to my records there is still one new member that needs to have the Orientation session.

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. Cheers,

Paul Webber, Registrar

Social Director's Report

Happy new year to you all. I hope Santa bought you lots of nice presents. I got lots of bills, but I'm sure Santa just got confused & am expecting a credit note to be issued!

We had the Twi-Fly on the 14th December which was a great event. It saddens me to say, but the Twi-Fly was the only club sponsored event in 2011 that we succeeded in running.

Mother Nature caused all other events to get cancelled. Last year was not a great one for P&DARCS & weather. However, the field is now fully back in operation & looking fantastic, so I hope you all have started making good use of the facilities again.

In a departure from our traditional format at the last club meeting on 3rd December Peter Harris gave us a great demonstration on the manoeuvres required to get your gold wings (fixed wing).

Peter flew the manoeuvres whilst explaining the do's & don'ts of each of them. This was very well received & we will look at doing this again in the future.

Daniel Jenkins, Social Director

If you fly Helicopters, for the next club meeting on Sunday 5th Feb, Steve Malcman will be giving us a demonstration of the steps required to get your Bronze wing for Helicopters. At the end of the demo you can then launch your model & we'll have a couple of instructors on hand to give you hints on how best to fly maneuvers. There will be a flight SIM you can try your hand at & we will also have a training model you can have a go with for real. So if you want to know what it takes to get your wings, come along & see. I'll see you there.

Roy Rob. This event will be held at the field on Sunday 29th January. Please be aware **the field will be closed** to general flying.

Just a friendly reminder. On total fire ban days there is no flying of **ANY** models at the field.

Daniel Jenkins, Social Director

Expressions of interest

We are Looking for P&DARCS members that are interested in going on a holiday / tour of America much the same as Ivan, Andrew & I did earlier this year.

The Trip will take 3 to 4 weeks covering approx 9500 km starting in L.A. California ending Toledo Ohio. Flying back to Chicago then to L.A., Sydney then Melbourne. Note there will be no wives or mobile phones allowed on the trip, how ever there will be an I pad on the trip provided; this will be discussed at a later date as the trip is planned.

This is only for persons that are seriously interested in travelling lightly and cheaply.

We Intend to hire a car / van over there and stay in cheap accommodation whilst there, ie: \$35.00 a nite and also eat cheaply. On our last trip we all lost weight over there because we chose to eat cheaply and healthy. Our most expensive meal we had was \$14.00 and the cheapest was \$8.00

This is only in the planning stages so far. Looking for a group of guys 3-6 maximum. All guys must be able to be with one another for a long trip, as we will be living out of each other's pocket for the above time.

Paul Somerville

Webmaster's Report

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

The Website stats are as follows.

2,069Visits

751 Unique Visitors

8,715 Page views

As normal Webcams are the fruit of the month with 1,540 hits to the West Cam and 1,593 to the East Cam.

Also, please do not leave the webcams open for long periods of time on your PC. It might be great looking at what is going on all day but this restricts others from viewing. Webcams have maximum of four connections at any one time. It also impacts on our bandwidth allocation from the Internet provider

More webcams are still on the list. I have been looking into what is available for a good price and how it will fit into our existing systems

Paul Webber, Webmaster

AT THE FLYING FIELD ON A NICE SUNDAY IN JANUARY

The main car park looking good



In the pits looking west



Flying on the Eastern side strip



Interested observers on the veranda



Western car park busy



Flying on the main strip



Sopwith Pup

This aircraft entered service in 1916 and immediately made a huge impression. Among its admirers was none other than Baron Von Richthoven who famously said of it, "We immediately understood the enemy machines were superior to our own."



While some aircraft still used wing warping the Pup not only used ailerons but had them on both wings. This feature along with a very light wing loading and careful rigging made this aircraft comparatively easy to fly. A modern day pilot coping with a rotary engine, where the *entire engine rotated* with the propeller might beg to differ.

That rotating mass caused the aircraft to turn very quickly one way and quite slowly the other way. Not only that, it would tend to climb when turning one way and to dive when turned the other way!

With only 80 hp it was rather underpowered too. Nevertheless, for a year or so, it was better than most other fighting aircraft in the air at that time.

With its single Vickers machine gun firing through the propeller arc it quickly became a very successful fighter in the skies over the bloodbath of the Western Front.

Officially named the Sopwith Scout it was called the Pup by its pilots as it looked like a smaller offspring of the larger two seat Sopwith 1 1/2 strutter. This unofficial name was very much discouraged but was soon in universal use.



Its clean good looks, success as a fighter, light wing loading and docile flying characteristics (with a *non-rotating* model engine!) have made it a very popular model aircraft. Several manufacturers produce kits and ARF models, and many stunning scratch built models have been produced. The huge amount of nose ballast needed because of the very short nose is an irritation but it just has to be done, and anyway the wing loading is still very low.



The Sopwith Pup was one of the first of the 'modern' fighter aircraft with most of the features which subsequent aircraft of both sides used. Within just twelve months it was outclassed and relegated to training units but it had already earned its place as one of the first of the military classics.

Monty Tyrrell Scale Rally 2012

Sunday 18th March 2012



All Types of Scale
Models Welcome

Boot Sale
Lots of Prizes
Lots of Trophy's

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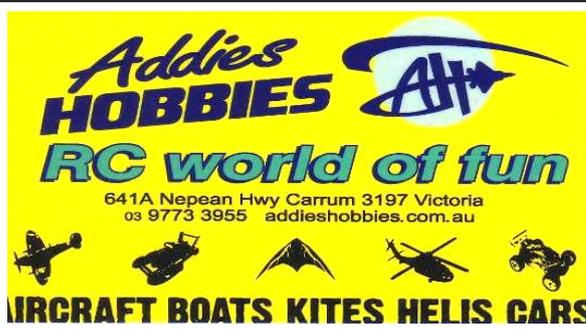


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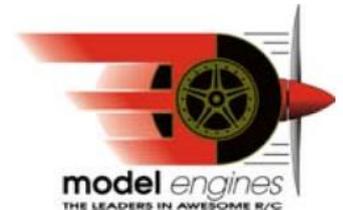


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 At the Flying Field, 12-30pm start

P&DARCS Newsletter

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