



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER MAY 2020



Sukhoi 27 variant. A Soviet built twin engine super maneuverable jet fighter
Top speed : 2,500 Km / hr
Range : 3530 Km
Unit cost : US\$ 30M

**Club Meetings Are Postponed
Until the Virus Situation is Resolved**

BURLEY FIELD

Wenn Road Cardinia

www.pdarcs.com.au

P.O.Box 131, MDC
Cranbourne 3977

Field Telephone Number :
(03)-59 98 8431

President

Bill Reynolds 9704 8393
president@pdarcs.com.au

Vice President

Don White 9560 2726
vicepresident@pdarcs.com.au

Secretary

Ivan Chiselett 9898 4379
secretary@pdarcs.com.au

Treasurer

Peter Harris 0425 857 152
treasurer@pdarcs.com.au

Registrar

Rob Till 0419353007
registrar@pdarcs.com.au

Field Manager

Norm Morrish 0418 586 406
fieldmanager@pdarcs.com.au

Editor

Frank McPherson 8787 7454
editor@pdarcs.com.au

Webmaster

webmaster@pdarcs.com.au 0412 445509

Safety Officer

Alan Coleman 0419 359 142
safety@pdarcs.com.au

Facilities Manager

Paul Somerville
facilities@pdarcs.com.au

Social Officer

Don White 9560 2726
social@pdarcs.com.au

Ordinary Members of the Committee

Craig Fitzsimons 0409161544

Editorial Submissions to:

editor@pdarcs.com.au

EDITOR'S BIT

Westland Lysander STOL Aircraft

I assembled a **Phoenix ARF** version of this Aircraft, it flew good with minor trimming needed, on a subsequent flight I dumped it into the long grass, damaging the wing mounting and cowl / front, the repairs are still under way, should be ready for flight in a couple of weeks

On June 15, 1936, the prototype Westland Lysander made its maiden flight. It was an odd-looking bird, with a braced high wing, a separate rear cockpit for an observer/gunner, fixed landing gear with large, streamlined wheel fairings called "spats," and a massive air-cooled radial engine driving a three-bladed propeller

August 1941 the Lysander found its ultimate mission, with the formation of 138 Squadron (Special Duties). Painted flat black for night operations and fitted with extra fuel tanks for extended range, the Mark III could land and take off from tiny improvised airstrips in Nazi-occupied Europe it's take-off run is around 15m, (50 feet), with a stall speed of 104km/hr



A Restored Lysander

Frank McPherson Editor

WHAT'S ON At P&DARCS 2019

Look in the Club Calendar on page 11

IN THIS ISSUE:

Notices	3
Committee Reports	5
STOL and Fun Fly competition	8
From Our Flying Field	9
Vintage and Classic Event	11
Norm's Isolation Projects	12
Club Calendar for 2020	13
Sponsor's advertising	14

NOTICES # 1

SAFETY PILOT *BARRIERS* & YOUR RESPONSIBILITIES

As members are aware the Flight Barriers are being upgraded. The new east barrier has been installed and is to be raised another 100mm. The construction of the replacement main East/West strip barrier is being supervised by Norm Morrish off site and will be installed in the near future. The construction of the final barrier on the West Strip will be the last barrier to be installed and will be relocated further north along the strip in a similar position to the relocation of the barrier on the Eastern Strip.

The Barriers are installed for your safety and you are expected to use them.

There is also an expectation from the insurance company that pilots would make use of the safety equipment that is provided by your club for your safety. In the worst scenario noncompliance could seriously affect a future claim.

Too often members are standing in front of the barriers, leaning back against them and even worse some members still stand on the edge of the flying strip.

- This increases the danger of being hit by a model by eliminating the chance of the model being arrested by the long grass protection strip or the barrier.
- It is very discourteous to other pilots with their line of sight to their aircraft being disrupted by having other pilots standing in front of them particularly during low passes and landing approaches.

It has been very difficult getting new members and the club's juniors to comply with the rules when experienced modelers are blatantly disregarding them.

When joining or renewing your membership to the club you are accepting to abide by the rules of the club and to accept the Committee's direction to comply.

Once the Field is back open there will be an expectation that all members will abide with the Flying Rules of the club. Quite honestly, I'm tired of telling members they need to stand in the designated Pilot Standing areas.

Further to this, members have also been negligent in allowing guests in the pilot area who are not directly involved in the flying of the aircraft. All people not involved in the flight of the aircraft should be 30 meter behind the flight area.

We already have enough rules in place to cover these situations, don't place the Committee in a situation where stronger action is required to ensure these requirements are enforced.

Peter Harris
P&DARCS Committee

NOTICES # 2

Notice of Special General Meeting of the club to present & approve P&DARCS Budget for 2020-21

In order to approve the club's budget for next year, the Committee will run an online meeting to present the budget to Full Club Members on the 9th May. More detail will be emailed to Full Members closer to this date.

Message from our President, Bill Reynolds originally send via email to all club members

Closure of P&DARCS due to COVID-19

To All Club Members,

The National Cabinet has issued Stage 2 level restrictions, effective as from 25th March.

Under the heading 'Venue Must Close', the sub section which affects us is 'Social Sporting Activities'.--there are no exceptions listed.

This evening the VMAA issued a directive that all clubs must close. The Club committee now have no option but to follow the Government & VMAA directives and to CLOSE Burley Field to all aeromodelling and social activities until further notice.

The only persons to be at the Field will those engaged in the management and maintenance of the property.

The Club Committee has a corporate obligation to our members for safe and efficient operation of the Club facilities. We must look after the wellbeing of our members, especially considering that a very high percentage of them are in the high risk age group. We trust you will all realise that this major decision is in your best interests and that you will stay at home—in the workshop—and produce that 'other model'--the one that is always on the future list.

Take care

Bill R

Note: Since the above email was sent, on the 31 March the Victorian Government moved to Stage Three restrictions

PRESIDENT'S REPORT

The past month has been quite challenging,--not hustle bustle --just re - arranging the normal day to day to be new 'normal' day to day.

Along with the announcement of closure of all sporting activity venues, the Government, stated that continuing normal maintenance and safety operations are allowed.

Our Club Committee men have checked with the appropriate Department and were advised that this is correct, and that we are allowed to continue basic property maintenance.

Subsequently, through the super efforts of three of our Committee members, we now have a new updated security system installed, and Norm has created a new reduced size mowing team who will keep things under control.

With this system working, it should not take too long to get back into full operating mode once the clearance is given from those above.

Well done guys (again).

I hope you are all getting lots of extra workshop time during the lockdown, but most of all I trust all our members and families are fit and well.

I have not heard of any member catching the dreaded Covid 19, so let's hope we can keep it that way.

Till next month, take care,

Bill Reynolds President

SECRETARY'S REPORT

Secretary's Report

As there was no April General Meeting there are no minutes in this Newsletter. This virus is certainly changing things. Let's hope that it is not long before we can get back to normal. It is such a pity as with all the rain we have had the field is in fantastic condition.

Unfortunately we had to cancel the Monty Tyrrell Scale Rally due to the virus. We were all set to go and a big thanks to our sponsors who had given us some great prizes for the day. The intension is to just defer the Rally and hopefully we can run it later in the year. A special thankyou to the Hobbyman who donated a great Corsair aircraft for the Rally. We will hold it over until the re-run.

From my prospective the virus has not changed my life much. About the only thing is that I do not get out to the field on Saturdays. The rest of my time in pretty much taken up building models. It is a hard life but someone has to do it.

I have managed to pretty much finish off my 1/8th scale Canberra (2.54M span) and have only now to do the fit out and complete the decals. I have also been working on building a set of wings for Kevin's big P-3 Orion. The wing build is quite complex as they have operating big Fowler flaps which are quite complex and do test the patience to get them working smoothly. One wing is pretty much finish so it is onto the next one. Still have to do the skinning so there is still lots to be done. Also have been doing a bit of the big Vulcan that Andrew & I are doing as a follow up to the B-36. The life of model builder is always busy. As I have always said, the only advantage of old age is retirement (ie. model building time).

If you have been working on a model or two why not send in some pictures to our Editor, Frank, and let us all see what is happening out in the wide world. Please try to have them ready for the Scratch Build Rally in November. Hopefully we will be able to host that event.

See photos of the building and the next page

Ivan Chiselett
Secretary

Ivan Chiselett Secretary



1/8th scale Canberra



More Canberra



Wing for Kevin's P3 Orion wing detail

REGISTRAR

Registrars Report – May 2020

New Member Applications

There were no new Member applications this Month

Membership Details

I will be ordering membership cards for next year in May and also I will be preparing the membership renewal notifications to be sent out in early June. **Please** ensure that I have updated details where necessary to avoid repeat mailings.

Loss of Wings and Qualifications

Recently we were alerted to a MAAA policy regarding qualifications previously held by those who have allowed their MAAA membership to lapse for more than 3 years – you lose your qualifications and have to be tested again. This usually applies to those who rejoin after several years, perhaps once the children have left home!

This is the relevant MAAA policy (MOP027):

7. AUTOMATIC LOSS OF WINGS AND INSTRUCTOR RATING

7.1 In the event that a holder of any class or level of MAAA Wings and/or Instructor Rating ceases to be an Affiliate Member of the MAAA for a period of three continuous years, then these qualifications lapse and have to be regained in accordance with this MOP.

Membership Status

	Paid 2019-20	Unpaid	New 19-20
Associate	19	0	0
Full	101	5	0
Honorary	2	0	2
Junior	6	0	1
Life	3	0	0
Pensioner	22	3	0
Probationary	15	0	11
Prospective	3	0	3
Student	0	0	0
Spouse	1	0	1
Total Paid	171	8	18

Rob Till Registrar

STOL Fun Fly and Competition 29 February 2020

Report by Craig Fitzsimons

On Saturday 29th February we held our first ever Australian STOL competition.

What an awesome event, our weather was spectacular, the weather gods were kind to us.

We had over 25 pilots who entered, quite a few from visiting clubs, members that travelled distances and some old faces that are well known to our unique hobby.

Andrew Sill from Flatout RC magazine was our MC for the day, what an great job he did and very entertaining as well.

The morning session was our main STOL event, a lot of foam electrics and just a handful of nitro/ 2 stroke scale aircraft. Split into 2 categories.

Some amazing take offs and landings, a lot of laughs.

Our lunch was fantastic, nicely laid out with plenty on offer. I must thank the catering staff who made this all possible. Lynne, Mark and daughter Jess.

Also during our lunch we had a special tribute to the late Ido Segev. Andrew talked about his life, a very moving moment.

After lunch our next session was a point scoring touch and go and spot landing. This was quite entertaining to watch, some perfect scores and even an inverted landing.

Our day started coming to an end with prizes handed out to the winners and special Ido Segev achievement awards.

These were provided by The Hobbyman who sponsored our event.

I must thank everyone who made this possible especially my good mate and offsider Adam Barker, also Paul Somerville, Andrew Sill and Russel Doyle for helping on the flight line.

Looking back on our day, I think everyone enjoyed themselves with plenty of smiles and laughter.

I intend to run another STOL event in the near future with Adam again so stay tuned, this is only getting bigger, I'm hoping this will be an annual event.

Keep your wings level and happy landings.

Craig Fitzsimons



Craig F and our commentator Andrew Sill from Faltout R.C



Busy Flight line at the STOL event



One of the STOL models



All about **STOL P&DARCS 2020**



Busy line up of competitor's models

FROM OUR FLYING FIELD



Andrew Mysliborski's E-Flite EC1500



EC 1500 at height



EC 1500 about to touch down on the rear mains



Sukhoi 27 commencing take-off run



Sukhoi 27 at height



Sukhoi 27 about to touch down Dunlops dangling and flaps extended

Vintage and Classic Event

Sunday 2nd February

A brief report of the day by Norm Morrish

Our Classic Aerobatic event held Sunday 2nd Feb' plus the multi launch glider event. Was a great day. Cliff Mclvor and myself behind the models. Two other models belong to Peter Harris and David Gibbs. Dave won the aerobatic event.

Some photos courtesy Peter Timms



Norm Morrish and Cliff Mclvor view the assembled models



View of the group of vintage and classic models



From another angle



More

Some isolation projects

From Norm Morrish



Model trailer, repainted and resealed, and out of the garage



Welding the new Pilot barriers, I had to modify my weld jigs to suit the new 1 meter height.

P&DARCS CALENDAR FOR 2020

May

- 02 (Sat) - 03 (Sun) [Working Bee Weekend \(CANCELLED\)](#)
- 09 (Sat) 1:00 pm - 2:00 pm [Special General Meeting \(online\)](#)
- 16 (Sat) 9:30 am - 4:00 pm [IMAC Competition Weekend \(CANCELLED\)](#)
- 17 (Sun) 9:30 am - 4:00 pm [IMAC Competition Weekend \(Day 2\) \(CANCELLED\)](#)
- 21 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

June

- 06 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 18 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

July

- 04 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 23 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

August

- 01 (Sat) 1:00 pm - 2:30 pm [P&DARCS AGM](#)
- 20 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

September

- 05 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 17 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

October

- 03 (Sat) 1:00 pm - 2:30 pm [Club Meeting & Coop AGM](#)
- 22 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)
- 24 (Sat) [Spring Clean & Working Bee](#) Field Open: **No**
- 31 (Sat) - 01 (Sun) [Twi-Fly](#)

November

- 03 (Tue) [Melbourne Cup Aero Tow](#) Field Open: **Partial**
- 07 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 07 (Sat) 2:00 pm - 4:00 pm [Mini Working Bee for Rally](#) Field Open: **No**
- 08 (Sun) [P&DARCS Scratch / Kit Built Scale Rally](#) Field Open: **No**
- 19 (Thu) 7:30 pm - 10:00 pm [Committee Meeting](#)

December

- 05 (Sat) 1:00 pm - 2:30 pm [Club Meeting](#)
- 06 (Sun) [VPA Pattern](#) Field Open: **No**
- 12 (Sat) [P&DARCS Christmas Dinner & Twi-Fly](#)



**Club Meetings Are Postponed
Until the Virus Situation is Resolved**

P&DARCS Newsletter

Pakenham & District Aircraft Radio Control Society

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