



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER JULY 2026



Pic taken in 1978 at our club when we were in the Police Paddocks, Dandenong and known as D&DARCS (the D representing Dandenong unlike now where the P represents Pakenham) G. Burgdorf

Next Club Meeting & AGM Aug 5 (Wed) 7.30 - 9.30 pm

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Useful Links

P&DARCS [Homepage](#)

P&DARCS [Calendar](#)

CP&DARCS Club Rules and Safety [documents](#)

Upcoming Events

22 Jul

[Committee Meeting](#)

22 Jul (Wed) 7:30 pm - 9:30 pm

5 Aug

[General Club Meeting & P&DARCS
AGM \(Online\)](#)

05 Aug (Wed) 7:30 pm - 9:30 pm

19 Aug

[Committee Meeting](#)

19 Aug (Wed) 7:30 pm - 9:30 pm

30 Aug

[60th Anniversary Celebration Lunch](#)

30 Aug (Sun) 12:00 pm - 4:00 pm

31 Aug

[P&DARCS 60th Anniversary](#)

31 Aug (Mon)

President's Report

Chief Flying Instructor Report

The recent P&DARCS Come & Try Day, held in conjunction with the Gold Wings Tutorial Day, was a highly successful event and generated significant interest from both prospective and existing members.

A number of visitors attended the field throughout the day and were provided with introductory flying experiences under the supervision of qualified instructors. Feedback from participants was extremely positive, with several attendees expressing interest in pursuing membership and further flight training.

The VMAA have supported this event and provided a grant of \$250 for the day for which we are grateful.

The Gold Wings Tutorial, coordinated by Stevie Malcman, was also well supported by members seeking to improve their flying skills and progress their proficiency endorsements.

The practical and theory-based sessions provided valuable guidance to pilots working towards Bronze, Silver, and Gold Wings standards.

Daniel established an online registration system which allowed us to keep track of interest for the day, and we now have a waitlist of other members of the public wishing to come along to the next event. We will be planning for a similar day at the club in the near future.

I would like to thank Stevie Malcman, Chris Eeles, Greg Lepp and all instructors and volunteers who contributed their time and expertise to make the day a success.

Further thanks to Phil, Kaitlyn and Peter who ensured the kitchen was well run for the day.

Events such as these play an important role in promoting aeromodelling, supporting member development, and showcasing the excellent facilities and welcoming culture of P&DARCS.

Field Manager's Report

Field Manager Report

Over the past several weeks, the field has experienced significant rainfall, resulting in saturated ground conditions across much of the site. As a consequence, mowing and general grounds maintenance operations have been delayed in an effort to avoid damage to both the runway surfaces and our mowing equipment.

While the extended wet conditions have presented some challenges, the field has generally remained in good condition and remains open. Mowing operations will resume as soon as ground conditions permit, with priority being given to the runways, pits area and key access routes.

Members are reminded to exercise caution when driving around the field and car parking areas during wet weather, as some sections will remain soft and susceptible to bogging.

The club was recently advised that our application for funding under the MAAA Club Assistance Scheme to support upgrades to the field driveways and car parking areas was denied. While this outcome is disappointing, the need for improvements to these areas remains a priority for the club.

The Committee will continue to investigate alternative funding opportunities and pursue future national and state grant assistance programs that may be available.

I would like to thank members for their patience and understanding during this period of wet weather and delayed maintenance activities.

Submitted by:
Keith Quigg | P&DARCS Field Manager

KEEP OUR CLUBHOUSE CLEAN

- **YOU USE IT.**

- **YOU CLEAN IT.**

- **YOU PUT IT AWAY.**

**Nothing is to be left on the tables,
in the sink or on
the benches. Chairs to be stacked
up once you have
finished.**

Editor's Report

We have a bumper edition this month and I sincerely thanks everyone who contributed.

Alex is continuing to send his fabulous stories which are always amusing.

There are some pics of the ASA Journey to BFMA Buckminster and some terrific pics from the very successful Come and Try Day

Simon Ventevogel has submitted an informative article on how to perform a loop.

Cheers

Liz

WANTED - Articles for Newsletter

How to, event reports, product reviews, what's on your bench, photos from your flying

Please send content to Liz at editor@pdarcs.com.au

CLASSIFIEDS

Is there any RC related gear you'd like to buy, swap or sell?

Contact Liz at editor@pdarcs.com.au for inclusion in Newsletter





ASA JOURNEY TO BFMA BUCKMINSTER – THE NEXT PHASE BEGINS

For many, the flying at the World Scale Championships is the part they see. What they don't see is everything that happens before the first model ever reaches the flightline.

As the Australian Scale Aerosport (ASA) team continues its journey towards the 2026 F4 World Scale Championships at BFMA Buckminster in the United Kingdom, we are now entering the next major phase of preparation – logistics.

Aircraft and equipment have been carefully packed, transport arrangements finalised, documentation prepared, freight organised, accommodation booked, and countless hours invested ensuring that months, and often years, of work arrive safely on the other side of the world.

Few outside our sport realise the commitment required to represent Australia on the world stage. The models themselves represent thousands of hours of craftsmanship, research, and testing. Add to that the considerable personal expense, international freight costs, travel arrangements and time away from family, and it quickly becomes apparent that competing at this level is far more than simply turning up and flying.

Preparing for the flying is one challenge. Preparing for the journey is another entirely.

The ASA team is proud to continue Australia's long tradition of excellence in scale aeromodelling, and we thank our families, supporters, sponsors and fellow aeromodellers who make this journey possible.

Over the coming weeks we'll share more updates as the team moves closer to departure and ultimately takes its place amongst the world's best scale pilots at BFMA Buckminster.

The road to the World Championships continues

Keith Quigg





COME AND TRY DAY

What a fantastic day at the P&DARCS Come & Try Day!

A huge thank you to everyone who attended, supported, instructed, cooked, organised, and promoted this event.

The turnout was outstanding, with plenty of prospective new members getting their first taste of aeromodelling and experiencing what makes P&DARCS such a unique and welcoming club.

A special mention to the team that made it all happen - Stevie Malcman, Chris Eeles, and Greg Lepp were all kept very busy all day on the flight lines, and massive thanks to Kaitlyn Zeeck, Phil Singh and Peter Harris for nailing the catering for us all.

From first flights through to hands-on instruction, the atmosphere throughout the day was relaxed, professional, and genuinely enjoyable. It was particularly pleasing to see so many club members stepping forward to assist newcomers and showcase the incredible depth of knowledge and experience within our club.

Today also featured the Gold Wings Tutorial segment, coordinated by Stevie, which provided valuable guidance and mentoring for members looking to further develop their flying skills and progress their wings qualifications. The level of participation and enthusiasm was extremely encouraging.

Events like today demonstrate exactly why P&DARCS continues to be regarded as one of Victoria's premier aeromodelling venues — combining first-class facilities, strong camaraderie, and a genuine passion for advancing aeromodelling.

Special thanks also to the VMAA and Model Flight RC for their support of the event.

To everyone who came along today, including the first-time flyers, we look forward to welcoming many of you back to the field soon!

Thank you again everyone!









Know Your Flap Types

FLAP TYPES: A GUIDE TO HIGH-LIFT DEVICES

Enhancing Lift and Controlling Drag: An engineering overview.

PLAIN FLAP

- Purpose to speed lift



SLOTTED

- Typical Aircrafts



SPLIT

- Flight- aircraft



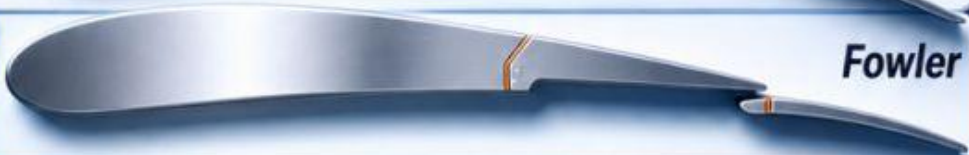
ZAP

- Typical Aircrafts



FOWLER

- Contain used



DOUBLE SLOTTED

- Purpose Aircraft



DOUBLE SLOTTED FLAP WITH LEADING EDGE SLAT

- Max high-lift configuration
- Commercial Jetliner



DID YOU KNOW?

Slots and slats energize the boundary layer, delaying airflow separation.

THE LOOP

Over the next few months I will describe how to do some basic aerobatic manoeuvres.

Aerobatics is a great way to improve your flying skills by making you use all four main controls to get the manoeuvre looking precise, which will translate to all of your flying. Nearly all powered models are capable of basic aerobatics so no specialised aircraft are necessary, use a plane you are comfortable with.

I will describe the method that works for me that you can adapt to suit yourself. How complicated you want to make it, is up to you, but I find doing precise aerobatics helps you put the plane where you want it, and looking like you have full control of the plane and also teaches you to plan what you are doing next, which helps you avoid getting into awkward situations most of the time..

The first of these will be the Loop, a good first manoeuvre to practice, a loop can be as simple as pulling the elevator stick back and holding it until the plane is back to level flight but it will look more like a figure 9, or more complicated because you actually steer the plane through the manoeuvre to make it a precise vertical circle.

The first thing you must do before you start is trim your plane for level flight so that when you let the plane fly into the wind at about $\frac{3}{4}$ throttle it will stay level with no control input for at least a hundred metres or more. The better the plane is trimmed the easier all aerobatics will be.

So to do a loop, first practice a few runs up and down the runway at a safe height to get orientated using the runway as a reference to keep your line, don't come in too close or you won't see the shape of the loop properly, When you are happy with your lines, fly down wind, then turn into wind, loops should be done into wind, line up to approach on a line you are happy with at about $\frac{3}{4}$ power, if you are not happy with your position, go around and line up

again. When the plane is almost passed you pull the elevator back gently and hold the input and go to full power, the plane will pull up in an upward arc. As the plane reaches the top of the loop pull the throttle back to idle so you don't build up too much speed on the second part of the loop, make sure you hold the elevator stick in the same position the whole way around, when the plane comes back to level flight, release the elevator, and open the throttle again and fly out straight and level.

This loop probably looked like a figure 9 and the plane may have screwed off left or right during the manoeuvre so I will run through how to do a round loop that finishes where it started.

As I said earlier, make sure the aircraft is flying level at $\frac{3}{4}$ to full throttle on the approach to start the loop. If the wings are not level the plane will screw off as soon as you start the manoeuvre so you are behind the 8ball before you have started, if you are happy that the plane is level, when the plane is in front of you, go to full throttle and pull back gently on the elevator.

The plane will do an upward arc, during the manoeuvre it might be necessary to give subtle inputs on the aileron control to keep the plane level in relation to the loop, the size of the arc will be determined by the size and power of the plane.

For the first 90 degrees do not change the amount of elevator once you have the radius of the arc you want.

As the plane goes past 90 degrees up to the top of the loop, ease off the elevator a bit as once the plane goes past the vertical as it will want to fall over the top of the loop, reduce the elevator enough to maintain the arc of the first 90 degrees.

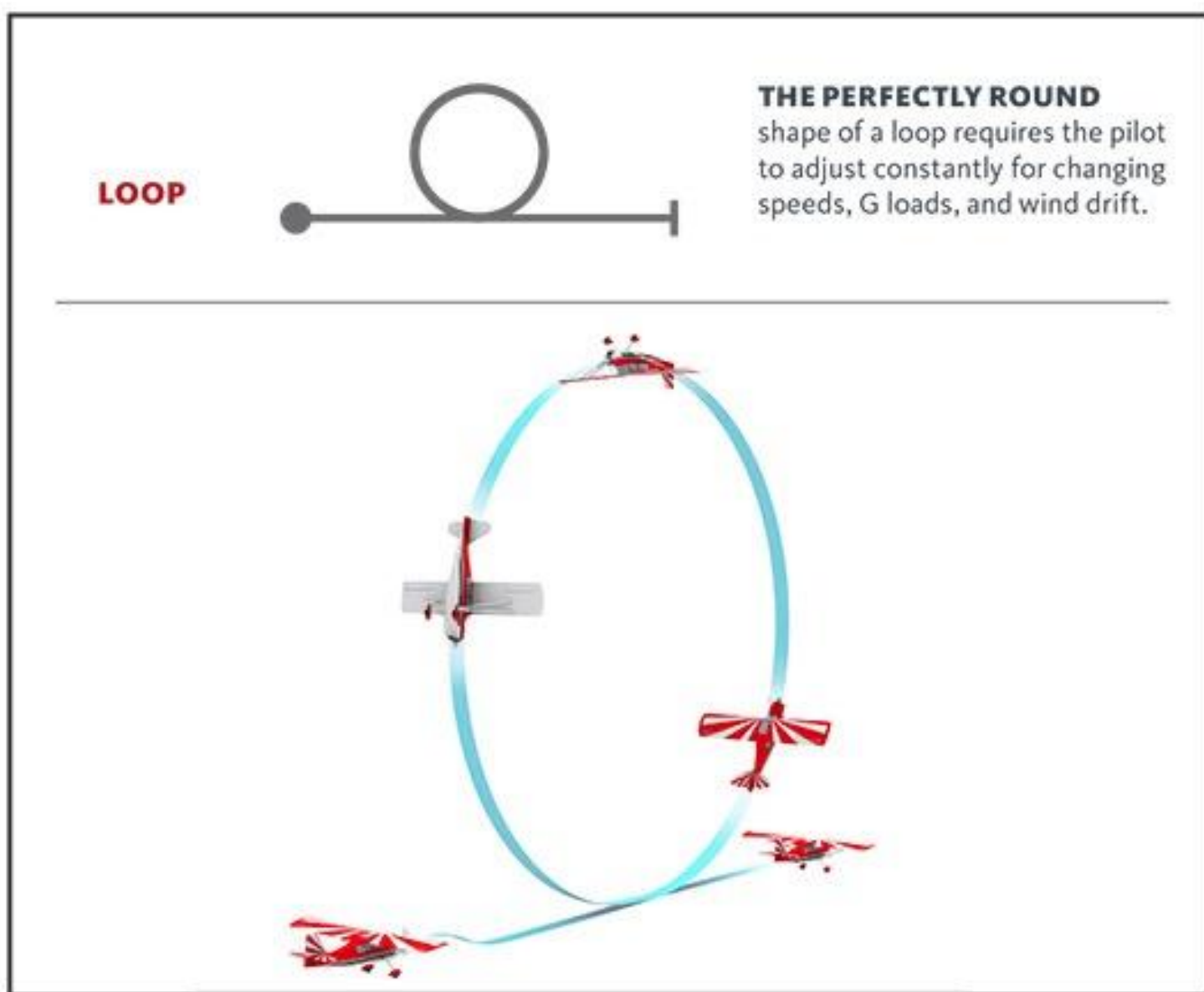
As the plane reaches the top of the loop pull the throttle back to a high idle so the plane doesn't build up too much speed during the second half of the loop.

As the plane passes the 270-degree point, you will have to pull the elevator a bit to tighten up the bottom 90 degrees as gravity wants to pull the plane down. If you have timed your inputs correctly during the loop, and made the right aileron correction, the plane should come back to where it started.

Once you master the standard loop there are many variations you can try, like an outside loop, a loop with a snap roll-on top, loops lead to Cuban eights, vertical eights and more..

Of course, the only way to master any manoeuvre is to practice until it becomes second nature

Simon Ventevogel



Spotlight

Glenn Burgdorf

Age 76

I have been flying only aerobatics since 1977. I originally flew 60 size pattern planes until the current 2 metre F3A Precision Aerobatics models came out in the 1990's.

The last plane I built, a 2 metre F3A plane, was in 2002. From when I started until 2008 I built most of my planes. That was shortly after the OXAI brand became available and we finally had an F3A ARF where the quality was excellent. It was also the year that I switched to electric.

My favourite plane is almost always my latest plane. They just keep getting better.

My first radio gear purchased in 1975 was an OS Cougar set. On a frosty morning I had to leave it turned on until the servos warmed up. Until then they wouldn't move. This was followed by a Micron set. I used to think that I had come in at the peak for transmitters, I mean 4 channel proportional, where could you go from there. No channel reverse, rates etc let alone computerisation. It did seem good at the time. When JR came out I switched to them and moved to Futaba in 2008. I currently use a Futaba 32MZ, and love it.

In the early days we were on 27MHZ and shared it with other users. Interference was common and I regularly saw planes shot down due to interference as cars fitted with illegal CB radios cruised around the surrounding roads. This as in the days when our club was located in the Police Paddocks at Brady Road, Dandenong. I thought I was living a charmed life as I wasn't having a problem..... until one day I was flying at Rhyll on Phillip Island and after writing my trainer off I was told that the 3½ frequency was the

marine frequency. It worked well in the Police Paddocks, just not so great overlooking Western Port Bay.

I worked for 20 years for IBM, until I started a Computer Software Business. By 1997 at age 48 I had a better idea, retire, and fly RC planes. I had flown consistently since starting in 1975, but just didn't have the time to do it to the extent that I wanted to. In Feb 1998 I started competing in F3A, also known as Precision Aerobatics.

My entry into the hobby was an interesting one. One day I just thought that flying RC planes would be a neat thing to do, but knew absolutely nothing about them. I went into an RC shop, who shall remain nameless, although they are long gone. Being new to the hobby I needed advice and was sold a second-hand Little Stick with an OS 40P engine. Also, the second-hand OS Cougar set mentioned above. Only later did I become aware that the P in the OS40P stood for Pylon Racing engine. What an ideal combination to learn on!! No wonder I had trouble finding an instructor. I struggled with that for a while until one day it was in a vertical, full power dive and fortunately the instructor managed to save it. When he landed he said it's about time I bought a proper trainer. That resulted in building a Hustler trainer. Unfortunately the kit said nothing about building everything straight and when my instructor took it off he said it had a warp in the wing. I asked whether that was a problem and he said nothing that can't be fixed. I learnt to fly on that plane and everything was going well until I took it to Rhyll.

Do I fly in competitions? Yes for the last 28/29 years.

Have I won or placed? Yes.







Alex's Corner

Letters From Afar – This is Alex Calling

G'day folks,

Hello all in the southern latitudes; this is Alex from up north.

Firstly, let's get one thing out of the way right up front. The weather since we have been here – almost 3 weeks now – has been largely horrible. Rain and cloud and wind. The state sport in Queensland is to make fun of Melbourne weather, but having lived up here previously for 10 years, I'm well aware that there's a big brother / little brother psychology behind it. But apart from the temperature, it's all rubbish.

We're finally moving into our new house in 3 days, so there's a big HI 5 with that.

I've been to the new club and flying field a number of times now SAAMBR in Burpengary East. I'm still signing in as a visitor, primarily because we are so close to the start of the new financial year. But my membership application is in and I'm in regular contact with Ian, the club president.

They seem like a good bunch of guys. I find it interesting that, similar to most clubs of any sort, there are groups and factions. I've been vigorously invited to join the Monday and Wednesday crew. I'll wait'n'see before choosing to become a groupie, meanwhile focusing on getting used to the field.

Speaking of which, having only ever flown at P&DARCS, I have been taken by surprise at the need to adjust and get used to the new orientations and limitations of the new field. Who would have thought that trees and angles and south being from a different direction could have such a profound effect on confidence and ability. So, there's lots of circuits being done before a Falcon sees the light of day.

Being a “visitor”, I'm not supposed to have the codes for the front gate and club house, but Peter Harris will find it amusing that I've managed to “acquire” the required numbers and will put them to the test the next time no one else is there when I turn up.

Speaking of which again, it might be something to do with the demography of the local area, but there seems to be more vigorous attendance during the week than at P&DARCS. I base that observation on a very small sample, so don't quote me.

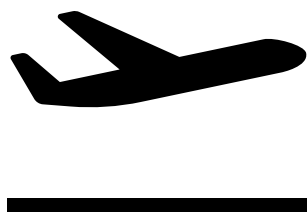
The chatter around the obligatory table is very similar to “back home”. Tension between the flying groups. Polite gossip about the capabilities of particular flyers etc.

One interesting topic recently has been the tension between the club and the closest neighbor, who's house is about 300m away. The tension level wasn't helped when a couple of weeks ago, a turbine flyer who I've been told more about but will keep to myself poked his \$40,000+ jet into the ground right beside said neighbor's house.
Hmmmmm.

All in all, the new club has a friendly bunch of guys who are only too happy to help my adjustment process. Oh, and they love the Avanti.

I did hear something funny after I had done a poor landing with the Avanti and mentioned it to one of the gallery. He said rather than landing, I had “arrived”.

I thought that was great.
Alex_of_Oz



RECIPE OF THE MONTH

Slow Cooked Beef and Beer Pies

This wonderfully flavoured beef braise is sensational as a main meal with mashed potatoes. But it is taken to the next level by stuffing it into a pie. Enjoy.

Tips:

Chuck steak is the best meat to use as it lends itself to long slow cooking.

Any beer can be used. We had a tin of good old VB in the fridge but any ale or lager is good. The addition of maple syrup takes the bitterness off the beer.

Amounts shown will make eight individual pies. You could also make a large family pie if preferred.







Ingredients:

1 tablespoon of olive oil

50g of butter

Flour to coat the meat

Salt and pepper to taste

1 kg of chuck steak, cut into bite sized pieces

3 x yellow onions, diced

3 x carrots, diced

4 garlic cloves, crushed

4 tablespoons of tomato paste

1 tablespoon of Worcester sauce

2 tablespoons of maple syrup

1 can of beer

1 cup of chicken stock

2 teaspoons of herbs de Provence

Pastry of choice

Beaten egg

Sesame seeds for decoration

Method:

Preheat oven to 140c fan forced

Cut the meat into bite sized pieces and season with salt and pepper

Toss the meat in a couple of spoonsful of flour

In the meantime dice the carrots and onions and keep aside until required

Heat the oil and butter in a large heavy based Dutch oven until sizzling

Add the meat in batches and brown on all sides

Take out the meat and set aside in a bowl

Throw in the onions and carrots with a good pinch of salt and cook until slightly caramelised

Add in the garlic, tomato paste and herbs de Provence and cook for a further couple of minutes

Return the meat to the pan and combine thoroughly

Add in the beer and the stock and bring back up to the boil

Add in the maple syrup and Worcester sauce and taste for seasoning, adding a little salt if required or adjusting the Worcester sauce and maple syrup to taste

Cover the pan and place in the oven

Cook for 2 hours, take lid off, and cook for a further 30 minutes, or until the meat is tender

Taste for seasoning

When cooled down to room temperature make into individual pies using your favourite pastry

Brush with beaten egg and sprinkle over sesame seeds

Bake for 30 minutes or until pies are golden brown and the pastry is cooked through

P & DARCS Calendar

July, 2026

22 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

August, 2026

05 (Wed) 7:30 pm - 9:30 pm [General Club Meeting & P&DARCS AGM \(Online\)](#)

19 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

30 (Sun) 12:00 pm - 4:00 pm [60th Anniversary Celebration Lunch](#)

31 (Mon) [P&DARCS 60th Anniversary](#)

September, 2026

23 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

October, 2026

07 (Wed) 7:30 pm - 9:30 pm [Club Meeting & Coop AGM \(Online\)](#)

21 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

November, 2026

08 (Sun) [P&DARCS Scratch / Kit Built Rally](#) Field Open: **No**

14 (Sat) - 15 (Sun) [IMAC Vic State Champs](#) Field Open: **No**

18 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

December, 2026

02 (Wed) 7:30 pm - 9:30 pm [Club Meeting \(Online\)](#)

05 (Sat) - 06 (Sun) [VPA F3A Precision Aerobatics](#) Field Open: **No**

09 (Wed) 7:30 pm - 8:30 pm [Pre Christmas Committee Wrap Up Meeting](#)

19 (Sat) [ASA & P&DARCS - Xmas Break Up and General Flying](#) Field
Open: **Partial**

19 (Sat) 11:00 am - 3:00 pm [P&DARCS Christmas BBQ](#)

March, 2027

05 (Fri) - 08 (Mon) [ASA F3A Masters](#) Field Open: **No**



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www.balsacentral.com.au

For your balsa supplies



www.austars-model.com