



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER NOVEMBER 2026



A big shout out to the teams that look after our beautiful field. At the moment it is being mowed every week and has never looked better. Here's Daniel on the big roller doing a grand job .

Next Club Meeting Dec 2 (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:

Nov 8

[P&DARCS Scratch/Kit Built Rally](#)

Nov 8 (Sun)

For more info visit

<https://pdarcs.com.au/scalerrally>

Nov 14

[IMAC State Champs](#)

14 Nov (Sat) – 15 Nov (Sun)

Nov 18

[Committee Meeting](#)

18 Nov (Wed) 7.30 pm – 9.30 pm

Dec 2

[Club Meeting \(Online\)](#)

2 (Wed) 7.30pm – 9.30 pm

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

Well, we certainly have a bumper issue this month. Many thanks to everyone who contributed.

Norm Morrish sent in some photos of an enormous Staghorn Fern he has been looking after for about 15 years. Amazingly, Norm's father found this Stag around 75 years ago up in Warburton. What an amazing journey this magnificent fern has had.

Mike Farnan has shared the excitement and pride of being entered into the Guinness Book of World Records written by his good friend Mark Smith who died about 8 years ago. Mark was a Herald Sun photographer who travelled with Mike on the adventure

Melissa Law shares a very prophetic article by DynamicDeans RC which discusses RC club strategies that must include future proofing the hobby. and make it appealing to younger generations by lifting its profile.

An excellent example of this, is our club welcoming groups of UAV and Autonomous Flight students to use our facilities and discover a whole new world of aviation.

This also leads me to a lovely picture that Rick Wiggins, from Texas, put on his Facebook page which I am sharing with his permission. The sentiment really touched me as it struck home how many modellers, over the decades, were introduced or encouraged by their fathers.

Growing up with no exposure or knowledge of Radio Control, it wasn't until I met Simon at the tender age of 22 that I became aware of this all-engulfing hobby.

His passion has started at around six years old.- ignited by his dad's love of aircraft and pretty much anything mechanical. Simon and his dad would "Go Flying" almost every weekend. They talked about aircraft, built aircraft, and

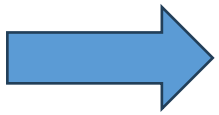
watched aircraft Even when Simon moved out of home they always were able to talk about their hobby with the same passion. By now it included RC helicopters, boats, and cars.

I think it's a wonderful thing for fathers and sons (or daughters) to share this bond and keep passing down the knowledge from generation to generation.

This picture below from Rick Wiggins summed it up beautifully.

Cheers Liz





WOW! Now THAT'S a Staghorn!

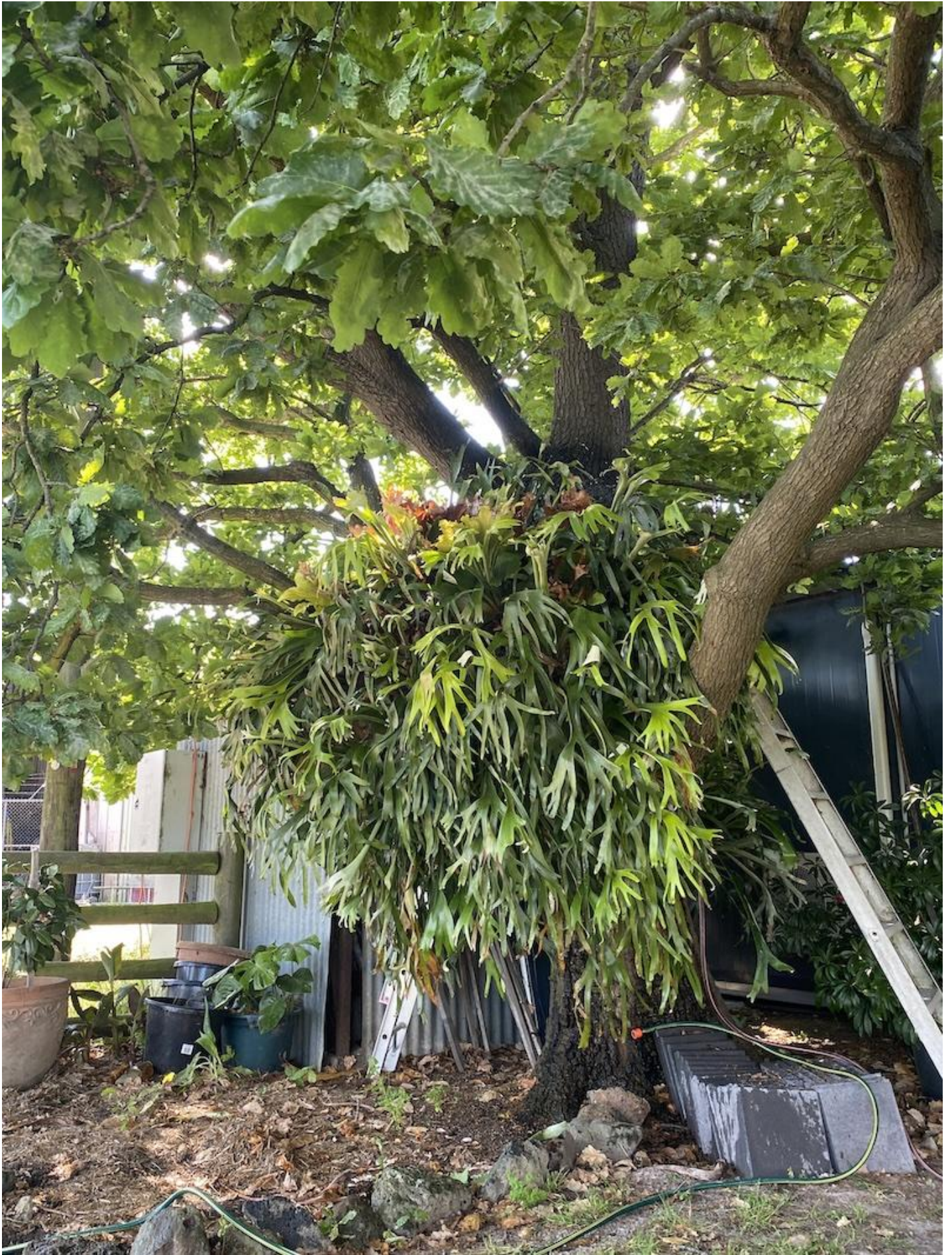
Hi Guys FYI, another outstanding job is done before the heat wave later this week.

Drove farm tractor 30km at 7am to my home to lift huge stag fern off my tree to bring back to farm before damaged by heatwave this week. Sherrill drove car and trailer to bring it back to farm.

My father found the stag in the mountains around Warburton 75yrs ago. 15 years ago, I placed it on my large flowering gum and it flourished to 3 times bigger.

It is now located under a magnificent oak tree which is beside my hanger. Will now pave the are to give us a fantastic shaded retreat. Intend to have a fly tomorrow. Yippee!!!









ROLLER MAN

Our IT Manger and resident tractor driver was on a roll today.

Thanks Daniel, much appreciated! The ideal time take advantage of the softer ground conditions today, ready for mowing tomorrow. Strips looking in first class condition as usual.

Keith Quigg



IT'S ONLY IN THE GUINNESS BOOK OF WORLD RECORDS!



THE stage was set for a world record attempt. The JR Vigor had to conquer 294 kilometres of ocean to satisfy Mike Farnan's latest challenge. Photojournalist Mark Smith went along as support team to capture the ups and downs of a dangerous Bass Strait crossing.

It had all the trappings of a great adventure.....a brave hero, a bumbling sidekick, and a super cool pilot....Together they formed a team that beat Bass Strait and flew into the record book!

The tale started 18 months ago when Mike Farnan set the world record for a flight over water by a radio-controlled model helicopter by flying across Melbourne's Port Phillip Bay from Geelong to Elwood. That 64 km journey

cemented Mike's hold on the world record and sowed the seeds for an even greater journey.

"To cover Port Phillip Bay only used half of the 3 litres of fuel available," Mike said. "The model carried the weight easily giving me confidence that it would lift a greater load. I knew we could do something longer."

The planning began in earnest. Mike felt that three and a half litres was about the limit the model could carry. Based on the Port Phillip trip that should give about 100 minutes flying, or about 70 nautical miles at 40 knots groundspeed. A quick check of the map confirmed the distances were within limits. The goal was set: Tasmania to Victoria via Flinders and Deal Island.

Leg 1. Cape Portland, Tasmania to Flinders Island. 79 km.

After spending a sleepless night on Flinders Island, a 6.45am cab ride took the team on the 10-minute drive to the airport. The windsock indicated a slight northerly, the skies showing a small amount of cloud building to the west. The Jetranger was quickly loaded and heading was set for our start point of Cape Portland on the north-east tip of Tasmania.

Local television was on hand to record our departure so after a quick interview Mike fuelled the model and gave the signal for Professional Helicopter Services pilot Luke O'More to start the mothership. Mike strapped in and gave the signal to fire up the model. The ever-reliable OS engine started straight away and after getting myself strapped into the back we were away. The time was 8.15am.

A climb speed of 35 knots saw the model maintaining 400 feet per minute, about 20 yards ahead of the full-size. The model was levelled at 500 feet, and allowed to accelerate to cruise speed of around 50 knots. Visibility was excellent with Flinders Island visible right on the nose from the moment we left Cape Portland.

Everything was moving along beautifully, the Vigor gamely leading its full-size cousin on its trip over the unusually-still Bass Strait waters. Without realising it

we had climbed to 1500 feet, causing some discussion about how rich the mixture could have become. Not wanting to find out we descended back to 800 feet.

Soon Flinders Island airfield appeared on the horizon. The plan was to come in high from the water, land the full size near the fuel bowser then hover the model to a landing nearby.

Constant talking between Mike and Luke saw a successful landing in front of a dozen interested locals, one hour after leaving Tasmania. This broke Mikes original world record by 15 km. Luke warned Mike that our approach speed had been a little slow.

The next leg to Deal Island would be with a full fuel load in both model and full-size, so approach speeds would be more critical.

Servicing of the model saw the 1700Mah battery pack changed to a 2000Mah, despite the smaller battery still showing 70% capacity. Fuel burn had been as predicted with about 40 minutes left in the main tanks.

Leg 2. Flinders Island to Deal Island. 100km.

After the locals had been shown the model, and the full-size had been refuelled it was time to start on the longest leg of the trip. Mike strapped in and the Jetranger fired up. Then disaster struck.

After starting the model the harness I was wearing to allow me to open the door in the back of the aircraft caught the model and pulled it over. In a second the fly bar bent, dangerously unbalancing the model. (Hence the reference at the start to the bumbling sidekick.)

The full-size was shut down and Mike furiously worked to straighten the fly bar and retrack the blades. Thankfully he was able to do this and the attempt was continued.

The Jetranger was using 105% torque as we slowly climbed away heading north-west. As we reached our cruise altitude of 700 feet, Deal Island loomed on the horizon, a grey blur hidden by rain showers. The water below was still glassy indicating very little wind.

The model had also acquired a glitch in the form of severe tail twitch if it flew too far or too near the mothership. The sight of the model twitching every so often caused the crew a few butterflies as we got further out over the water away from the safety of terra firma.

A rain shower was encountered, the wind increasing as we flew into it. Luke complained we were flying so slow the windscreen wasn't clearing, making it hard to see the model.

The GPS was indicating 32 to 35 knots until we cleared the shower, then increased back to 45 knots.

Mike brought the model close to the left side so the fuel state could be checked. Three quarters of the way across and the right tank was still half full. A plan was hatched to fly past the Deal Island light house for pictures before a straight-in approach to the very tight helipad.

Treacherous cliffs falling into the ocean provided a great back drop as the formation tracked for landing. Luke put the big Bell helicopter expertly on the pad and Mike followed suit with the model.

One hour and twelve minutes of difficult flying saw the record broken for the second time. The relief was immense. Time for a break.

Deal Island is home to two caretakers who obviously appreciated the break in their routine on the lonely windswept island. Local wallabies hopped near the model as the team enjoyed coffee and cake in the caretakers residence.

The wind was still light so after fuelling up it was time to hit the blue for the short hop to Hogan Island.

Deal Island to Hogan Island. 40 km.

The original plan had been to fly from Deal Island direct to the Victorian mainland. However the prospect of headwinds associated with an approaching front meant a landing at Hogan Island would be necessary.

Departing Deal we flew low down an ocean fjord with rugged rocks thrusting skywards from the deep blue water. The sun was shining, illuminating the yellow canopy making for some great photos.

The leg was covered in 38 minutes, the only obstacle being a large rain shower moving across from the mainland. We flew through several small showers but thankfully avoided the worst of the weather.

Landing on Hogan to an audience of cattle, the model was quickly refuelled, a few pictures taken then a hasty departure to try and get ahead of the worsening weather.

Hogan Island to Port Welshpool. 75 km.

The battery had been changed to a larger 2300Mah pack for the final leg. The wind had now shifted giving us a northerly of about 10 knots. The cloud base was also lowering forcing us down to 500 feet to remain clear of cloud. The GPS indicated a groundspeed of 35 knots after departure, then dropped to 32knots 10 minutes out. It was going to be a slow trip.

Up ahead the cloud was rolling in off Wilsons Promontory, with showers becoming harder to dodge. The windscreen kept misting up making the model blur against the grey skies.

After a long days flying Mike's concentration was beginning to wane. Snake Island slipped by underneath us, gaining its fearsome name from the hundreds of venomous snakes said to live among the wiry undergrowth. Thankfully we didn't have to make a forced landing!

As we approached the mainland, 20 minutes out the formation was joined by the ABCs Squirrel filming us as we crossed the coast. Now the groundspeed was down to 30 knots due to the increasing headwind but the runway was in sight and an hour and fifteen minutes after leaving Hogan Island we touched down in front of the waiting media.

A total of 294km had been covered in 245 minutes flying time. An epic trip deserving of a world record. Will there be another record attempt?

"I'm not going to do anything like this again, I might end up divorced!"

- *MODEL HELICOPTER ... JR VIGOR 60 DESIGNED BY CURTIS YOUNGBLOOD*
- *RADIO ... JR PCM 10 SX*
- *MOTOR ... O.S. MAX-61 SX-H RING "WC"*
- *GLOW PLUG ... O.S. NO. 8*
- *FUEL ... AMERICAN POWERMASTER 15% NITRO HELI WITH LOW VISCOSITY OIL*
- *ROTOR BLADES ... V BLADES CARBON FIBRE 700MM IN LENGTH, 195 GRAMS IN WEIGHT PER BLADE MADE IN USA*
- *TAIL ROTOR BLADES ... JR 60 SIZE NYLON*
- *WEIGHT OF HELICOPTER ... WITHOUT FUEL 5.2 KG AND WITH FUEL 8.7 KG*
- *MAXIMUM FUEL CAPACITY .. 3.5 LITRES TO GIVE A FLIGHT DURATION OF 1 HOUR 45 MINS*
- *TOTAL FLIGHT TIME ... 4 HOURS IN THE AIR*
- *TOTAL FUEL USED ... 11 LITRES TO COVER 294 KM*

RADIO CONTROL TECHNIQUE MAGAZINE

MODEL ENGINES (AUST.) PTY. LTD.

JR HELI DIVISION

O.S. ENGINES

V-BLADES

Mike would like to thank all of the above sponsors for their keen interest and enthusiastic co-operation. It made planning and preparation for the record flight possible.

Here in Australia I was very pleased to see the extensive coverage and reporting of the flight on nationwide television, radio, and newspapers.

The record flight has lifted public interest in model radio control flying and particularly helicopters.



OLD THINKING KILLED THE CLUB

Those words appeared on a sign in a picture I posted last night. And the more I think about them, the more I believe they deserve a conversation of their own. There is a slow death occurring within many traditional clubs.

It doesn't happen overnight. It doesn't necessarily happen because people lose interest in the hobby. And it certainly isn't always because there aren't younger generations willing to participate. Both Jaxon and other youth we have flown with are living proof of that.

Sometimes, it happens because the very people entrusted with preserving an organization become unwilling to let it evolve.

There is an important distinction between respecting tradition and being imprisoned by it.

Many of these clubs were established decades ago by passionate individuals who worked tirelessly to create something special. They built flying fields, organized events, established friendships, and created opportunities for people to share a common interest. Those contributions deserve recognition and respect.

But yesterday's accomplishments do not automatically make yesterday's methods the right approach for tomorrow.

The world has changed. The way people communicate has changed. The way people discover hobbies, develop interests, build relationships, and become involved in communities has changed.

Social media, YouTube, online communities, and digital content are not threats to traditional organizations. They are opportunities to introduce those organizations to people who might otherwise never know they exist.

Yet some clubs continue to operate as though the social media is an inconvenience, public engagement is unnecessary, and the best way to preserve an organization is to keep doing exactly what has always been done.

And when someone comes along with enthusiasm, new ideas, a willingness to volunteer their time, and a genuine desire to promote the hobby, that enthusiasm should be welcomed, not discouraged. Think about that for a moment.

People are willing to invest hundreds of hours of their own time, without compensation, creating content, sharing experiences, promoting activities, and introducing complete strangers to a hobby they love.

What organization struggling with relevance, membership, or public awareness wouldn't welcome that kind of support?

Apparently, some.

And that is precisely the mentality that concerns me.

The greatest threat to the future of many clubs isn't a lack of interested people. It's a lack of willingness to reach them.

Leadership should never be confused with ownership. A club doesn't belong to its officers. It belongs to its membership, and its future depends on the people willing to keep it alive.

Being elected or appointed to a leadership position should come with a responsibility to encourage participation, recognize initiative, and create opportunities for the organization to grow.

Not simply maintain the status quo because change feels uncomfortable.

And let me be very clear about something. This is not an indictment of older members. This isn't about age. It's about attitude.

It's about the difference between saying, "We've always done it this way," and asking, "How can we do this better?"

It's about recognizing that the next generation of enthusiasts may not discover a hobby through the same channels we did.

It's about understanding that preserving a club's history and embracing its future are not mutually exclusive.

And perhaps most importantly, it's about recognizing that when people stop volunteering, stop contributing, stop promoting, and eventually stop showing up, the problem may not be with those people.

It may be with the environment that drove them away.

Clubs rarely disappear because of one bad decision. They decline through years of missed opportunities, resistance to new ideas, and a gradual loss of the enthusiasm that made them special in the first place.

By the time leadership recognizes the problem, the people who might have helped reverse it may already be gone.

I both LIVE and LOVE this hobby. I love the people I've met through it.

Strangers I have never met in person and shook their hand but I count them as friends and I genuinely believe its future is worth fighting for.

But loving something doesn't mean remaining silent while outdated thinking undermines its potential.

Tradition should be the foundation we build upon, not the ceiling that prevents us from growing.

Because eventually, if an organization refuses to evolve, the question won't be why people stopped joining.

It will be why anyone expected them to join in the first place.

Submitted by Melissa Law



RECIPE OF THE MONTH

Antipasto Pasta Salad

Everyone loves antipasto. What could make it better than tossing it through pasta with a tangy dressing. This marvellous pasta salad is very easy to make and is great as a side dish or as a meal on its own with some good bread and a glass of wine.

The recipe comes from our favourite Chef John and this is our version of it. Enjoy.

Tips:

There is a lot of chopping and slicing required so I tend to prepare all the ingredients while the pasta is cooking.

You can use balsamic vinegar for something on the sweeter side, or a combination of both red wine vinegar and balsamic.

Marinated mushrooms and roasted red peppers come in jars and are readily available in supermarkets.

You can add a pinch of cayenne to your dressing if you like. You can also use any green chili pepper you like for this salad, as well as any other Italian meats and cheeses you prefer

Make sure you don't add any meats or cheeses to the still-warm pasta; allow it to cool to room temperature.

Amounts shown make a huge amount and will feed 10-12 people. You can also add additional grated cheese to it the next day and bake it in the oven. It is super delicious eaten as a hot pasta bake.

Vegetarians can omit the anchovy and sliced meats and just add more vegetables.



Ingredients:

500g pack of fusilli pasta

For the Dressing:

1 clove garlic, finely crushed

1 anchovy fillet

1 tablespoon of Dijon mustard

2 tablespoons of mayonnaise

1/2 cup of red wine vinegar, or more to taste

salt and freshly ground black pepper to taste

1 teaspoon of dried oregano

1/4 teaspoon of dried thyme

1 cup of extra-virgin olive oil

For the Salad:

1/3 cup of julienned red onion

1/3 cup of julienned jalapeno pepper

1/3 cup of marinated mushrooms

1/2 cup of julienned fire-roasted red pepper

1/2 cup of sliced black olives

1/2 cup of sliced green olives

80g of salami, julienned

80g of pepperoni, julienned

100g of deli-style ham, julienned

1/2 cup of provolone cheese, julienned

1/4 cup of freshly chopped Italian parsley

1 punnet of cherry tomatoes, quartered

Method:

Bring a large pot of well salted water to a boil

Cook fusilli in the boiling water, stirring occasionally, until tender yet firm to the bite, about 12 minutes

Drain thoroughly in a colander, but do not rinse; stir to release heat

Allow to cool in the colander for 5 to 10 minutes.

While the pasta cools, add garlic and anchovy to a large mixing bowl

Use a whisk or fork to crush the anchovy and garlic into a paste

Add Dijon mustard, mayonnaise, vinegar, salt, pepper, oregano, and thyme and whisk to combine

Slowly drizzle in olive oil, whisking constantly, until dressing is smooth, thick, and coats the back of a spoon.

Pour cooled pasta into the bowl of dressing and toss with a large spoon until well coated.

Stir red onion, jalapeno, mushrooms, red pepper, black olives, green olives into the salad

Add salami, pepperoni, and ham and mix thoroughly

Add Provolone cheese and mix with a spoon thoroughly to combine

Wrap in plastic wrap and refrigerate until well chilled, 3 to 12 hours.

Remove from the refrigerator, add chopped parsley and tomatoes, and mix thoroughly

Taste for seasoning and adjust if needed

*Next day add a few cups of grated cheese to the pasta, combine thoroughly and bake in oven for 30 minutes



P & DARCS Calendar

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

April, 2027

16 (Fri) - 18 (Sun) [ASA Monty Tyrrell Scale Rally](#) Field Open: No



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www.balsacentral.com.au

For your balsa supplies



www.austars-model.com