



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER MAY 2026



How cool is this! Our F3A junior world champion and our F4C world champion just out enjoying aeromodelling and both members of our club!

Next Club Meeting Jun 3 (Wed) 7.30 - 9.30 pm

Committee Members:

President: Keith Quigg

president@pdarcs.com.au

Vice President: David Law

vicepresident@pdarcs.com.au

Secretary: David Gibbs

secretary@pdarcs.com.au

Treasurer: Peter Harris

treasurer@pdarcs.com.au

Registrar: Trevor Garey

registrar@pdarcs.com.au

IT Manager: Daniel Jenkins

webmaster@pdarcs.com.au

Safety Officer: Alex Williams

safety@pdarcs.com.au

Facilities Manager: Norm Morrish

facilities@pdarcs.com.au

Field Manager: David Law

fieldmanager@pdarcs.com.au

Editor: Liz Ventevogel

editor@pdarcs.com.au

S.I.G. Coordinator: John Van de Waterbeemd

sig@pdarcs.com.au

Ordinary Committee Members:

Melissa Law

mlaw@pdarcs.com.au

Phil Singh

psingh@pdarcs.com.au

In This Edition:

President's Report

Editor's Report

Got A Good Memory?

FAILSAFE

Know Your Screw Caps

Spotlight

Alex's Corner

Recipe of the Month

Useful Links

P&DARCS [Homepage](#)

P&DARCS [Calendar](#)

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

Upcoming Events

May 17

ASA Scale Competition

17 May (Sun)

May 20

Committee Meeting

20 May (Wed) 7.30 pm – 9.30 pm

May 24

Come & Try Day

Gold Wings Training

24 May (Sat)

Jun 3

Club Meeting (Online)

3 Jun (Wed) 7.30 pm – 9.30 pm

Jun 17

Committee Meeting

17 Jun (Wed) 7.30pm – 9.30 pm

President's Report



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS MEMBER NOTICE 25 MARCH 2026

Removal of General Rubbish Bins from Clubhouse

Please be advised that, effective immediately, all general rubbish bins will be removed from the P&DARCS clubhouse and surrounding facilities.

This decision has been made to address ongoing issues with waste management, including inappropriate disposal and the accumulation of large or hazardous items. Our onsite bins are continually being filled and overflowing with damaged models, take away food containers and personal household waste items (such as discarded suitcases, and empty cartons from home entertainment systems). This obviously incurs extra costs for the club with additional bin collections and means that committee members are constantly emptying rubbish bins into the main collection bin.

Arrangements will be made for event days as required, and these will be discussed with the event organiser.

Member Responsibilities

All members are now required to **remove and dispose of their own rubbish off-site**. This includes, but is not limited to:

- General waste and food packaging
- Personal household waste and packaging
- Damaged or discarded model aircraft components and airframes
- Lithium batteries and any other hazardous materials

Particular attention is drawn to the disposal of **lithium batteries**, which must be handled and disposed of in accordance with appropriate safety and environmental regulations. Under no circumstances are these to be left at the field.

Your cooperation in keeping the field clean, safe, and presentable is appreciated.

Regards,
P&DARCS Committee

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

Alex Williams has sent another awesome piece this month and, as always, it is greatly appreciated. Sadly for us, Alex is going up North to enjoy the sunny climes of Queensland. Alex will still send copy each month about his new adventures in paradise.

I have also received quite a few profiles of members which I really appreciate. There are some very interesting stories to come out of them.

Cheers

Liz

WANTED - Articles for Newsletter

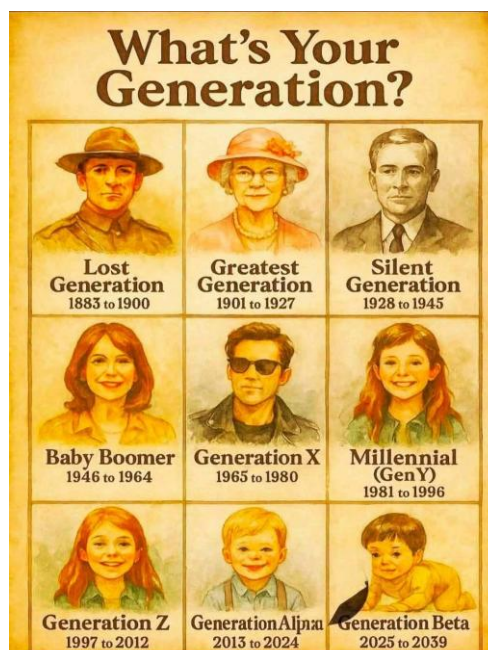
How to, event reports, product reviews, what's on your bench, photos from your flying

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



Treasurer's Report

Working Bee Saturday 11th April



Many thanks to the fifteen members who rolled up their sleeves and helped at the working bee.

There was just enough help to carry out repairs to the two main strips, some of the pits and cleaning up around the Hay Shed. There had been considerable deterioration of the grounds over the past couple of months. It is surprising how much damage resulted from the moving ground especially in the Western areas. The previous floods and low rain fall over summer period has had a considerable impact on the property. The western pit area and runway are in need of some major works which is on the agenda.

Hopefully the recent increased rains will assist in closing more of the cracks. All the runways and pits are in need of some intense rolling.

We were lucky getting a four-hour break from the past days of storms and were welcomed by a clear sky in the morning, by 11:45 am the rain started and that called an end to proceedings.

The effort from everyone that turned up was greatly appreciated.

It was nice to see some new faces in the group of volunteers, in particular Nichole Grant who managed to last out nearly four hours spreading soil and filling cracks.

Also, the special effort from Norm ensuring the machinery was prepared and functional, carried out over the previous days and sourcing a supply of exceptionally good soil for the project.

Peter Harris



Nichole and Stuart Grant

GOT A GOOD MEMORY?

We need your help to name these early members.

Hi members we want to hang this photo in our clubhouse as part of our 60th year celebrations.

If anyone can name any not listed, please advise Norm Morrish on 0418 586 406 or normmorrish@gmail.com

Thanks, Norm



Front Row

3. Mal Ceasar	4. Bob Allan	5 Keith Follett
---------------	--------------	-----------------

Middle Row

7. Dick Dakers	8. Lawrie Glanville	9. Alan Dawson	10. Norm Savage	13. Peter Richards	15. Derek Belshaw
----------------	---------------------	----------------	-----------------	--------------------	-------------------

Back Row

22. Monty Tyrrell	24. Wal Schubach	27. John Vaughn	28. Frank Dibble	31. Colin Gissing	32. Don Bladier	33. Bert Leach	34. Gerry Mussen
-------------------	------------------	-----------------	------------------	-------------------	-----------------	----------------	------------------

List of Names in 1st Group Photo D&Darcs Members Approx 1969			
1		18	
2		19	
3	Mal Caesar	20	
4	Bob Allen	21	
5	Keith Follet	22	Monty Tyrell
6		23	
7	Dick Dakers	24	Wally Schubach
8	Laurie Glanville	25	
9	Alan Dawson	26	
10	Norm Savage	27	
11		28	Frank Dibble
12		29	
13		30	John Vaughan
14		31	Colin Gissing
15	Derek Belshaw	32	Don Bladier
16		33	Bert Lynch
17	Bill Reid	34	Gerry Mussen

A Serious Story About a Serious Subject

FAILSAFE

G'day folks,

As some of you may have figured out by now, I'm not a "book learning" sort of person. I learn by experience.

Well recently I had the experience, as Safety Officer, of a member coming up to me and asking about the use of FAILSAFE at the club. They weren't asking to learn about it; they were asking because they had found out by talking to some other club members that Failsafe is not always being used.

And being an experienced modeler, this surprised him.

Shifting my weight across to my other foot, as a recent convert to the hobby of modelling, I wondered why his tone of voice was on the serious side of normal. Until that moment, my personal understanding of Failsafe was that it was based on the American idea that too much automation is never enough, and it was some sort of "Come Back To Papa" button.

But I was completely wrong, hence the words "Serious Subject" in the title.

It turns out that the use of FAILSAFE is considered to come under the banner of DUH, because it is so easy and so obviously adds a level of safety to what we do, that there is no wonder that it is also a requirement for any heavy models, with particular attention to turbines.

In simple essence, Failsafe will kick in if the plane loses contact with the pilot. It will do things like set a turbine engine to idle, or stop a propeller from spinning, as well as other programmable stuff. All of this being to add safety for the pilot, other club members at the field and the general public, if there is a radio glitch and the plane loses contact.

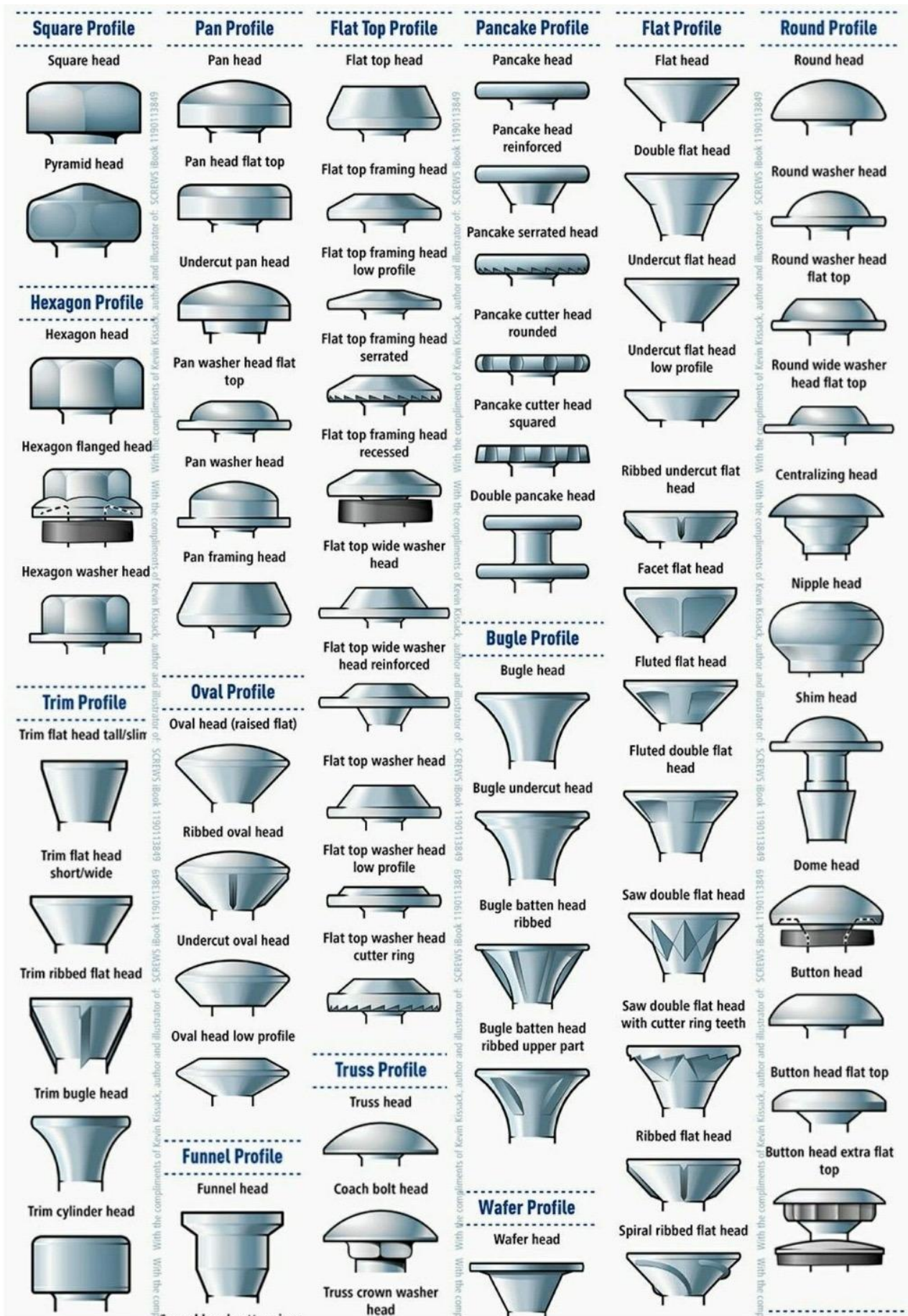
It is also surprisingly easy and quick to set up.

I found a very good YOUTUBE yesterday that explains in very simple words what Failsafe is and how to set it up. If you aren't already all over the subject of Failsafe, I strongly recommend that you click on this link and give 4 minutes of your time to learning about something that might save someone's fingers.

[YouTube Video About FAILSAFE](#)

Alex_of_Oz

Know Your Screw Caps



Spotlight

Stuart Grant

Aged 53, been building and flying models since about the age of 10. In the early 80's, my Dad and I were members of Harrogate Model Flying Club, Yorkshire, England. It was a roughly 300m section of an old WW2 bomber runway which had since been bisected with a road. At the time the club rented the runway from the local farmer who used it to store equipment and bales of hay. There was no club house or other amenities. The other, much longer section of the runway was driving school back then (in the 80's). It is located in the Vale of York a glacial valley created during the last ice age. As a result the surrounding land is quite flat, so a lot of RAF bases were built here due to its ideal location as a take off point for bombing missions to Europe during WW2. You can see it here on Google Earth.

53°57'23.43"N 1°18'36.30"W

The hangars are still maintained and house a fleet of old, but functional fire engines that are only to be used in the event of a national emergency. They are nicknamed the "Green Goddesses" due to their distinctive green paint.

I fly mostly fixed wing of all types, but have recently taken an interest in autogyro flying. I am currently in the early stages of building a DAG R2 Autogyro which I think will be a good second autogyro model.

I prefer scratch building or from kit, as it's possible to put your own personal mark on the plane. I feel a great sense of achievement seeing one of my creations fly. I have bought one ARF plane in the past, and although it flies very well, I never quite felt like it was truly my plane until I was forced to re-cover and rebuild a few parts after an extended period spent in the loft during which it became a bit untidy. I feel I have a proper connection with it now after spending a couple of months working on it and doing my own colour scheme. Sounds a bit silly I know, but it's true. Doubtless this comes from the time I started in the hobby. Back then in the early 80's there were only kits to buy no ARF's. You either built it yourself, or you didn't fly.

I don't have a favourite plane as such. I think it's good to have a variety, some days I want something fast and exciting, other days I may just want to relax and fly the electric glider, depending on the mood.

I prefer Glow/gas although my glider and autogyro are electric, and I see the advantages of electric in certain situations. The problem for me with electric is there's just no "theatre". They're too quiet and a bit boring. The autogyro I am building will be glow powered.

I use Futaba radio gear and always have.

I got into the hobby in the early 80's (born in '72) with my Dad who always had an interest in planes. My first model was a 2 channel powered glider called a 'Rookie", which is still available.

<https://www.dbsportandscale.com/rookie-6508-p.asp>

Mine was powered by a PAW 1cc diesel with a 2oz tank. Just start the engine, hand launch and gain height under power, then glide it back down when the fuel runs out.

I've never flown competitively, only for fun and relaxation.

The only other pastime I would consider a hobby is mixing early 90's house music and techno on the computer. I have a 4 hr mix of my favourite tunes from this time on YouTube and I'm adding to it constantly. I'll republish it when it gets up to 6 hrs. Other than that, I like to keep the house and garden looking nice. I also like to do some baking and cooking on the weekends.

I have a dog "Sonia", a Kelpie x Staffy, who demands 3 walks per day, so she keeps us on our toes. Also a cat called "Tommy", but he is very low maintenance. Enjoys the crunch of a freshly caught mouse or bird, especially after a short torture session in the garden.

Finally, please find attached 3 photos from my youth. The youngest is me on holiday in Machrie, Isle of Arran, Scotland with a free flight glider my Dad and I built. In the middle (aged) one I am holding a plane called a "Gnatty Sports' from Leicester Model Centre. It was very loosely based on the Folland Gnat. This was flown by the RAF's Red Arrows and was the predecessor BAE Hawk, which they still fly. There were 3 versions of the Gnatty, all using the same fuselage. The Gnatty Trainer was 3 channel (rudder only) with dihedral wings. The Gnatty Sport, (mine) was a conventional 4 channel plane with a flat wing and mine was powered by an OS 40 FSR. The 3rd version was the Super Gnatty which had a shortened, anhedral wing. In the oldest picture of me I am holding my Mick Reeves Models 'Gangster 52". A 52 inch low wing sports plane, powered by an OS 46 SF. It is designed and produced by Mick Reeves, who was the 1978 Scale World Champion. He won with a 1/4 RF4 Fournier, which you can view here.

<https://www.mickreevesmodels.co.uk/other-kits/>

Judging by my t-shirt, this photo is from 1987, so I was a spotty teenager with a crappy haircut who listened to Anthrax. So I guess apart from the spotty face which has fortunately long gone, not much has changed. Still building and flying model planes, still listening to Anthrax, and as anyone who has met me in recent years will agree. I still have a crappy haircut.

A couple of other models I remember but don't have photos of, are the Galaxy Models Magician and the bigger version the Mystic. Available still from Pegasus Models in the U.K. Also the Chris Foss designed 'Acro Wot', this was powered by a Webra 61, with the slide carburettor. They are still available.

<https://www.pegasusmodels.co.uk/product.asp?prodid=994298>

<https://www.chrisfoss.co.uk/>

Kind Regards,

Stuart Grant.





Alex's Corner

An Interesting Observation

"G'day folks,

John and I are the proud owners of the same model; an FMS Avanti 90mm EDF. Bust-ya-guts red and I love it.

For quite some time now John has been urging me to do a group flight; both of us up with our respective Avantis at the same time. To be honest, until recently I was reticent on the idea, not being confident enough to avoid a collision.

But having recently got my landings of my big new toy under some better control, yesterday I said "What the hay. Let's do it."

John has been saying for some time that my Avanti is faster than his, whereas I've been noticing the opposite. And humorously we both believed what we were seeing and were both convinced we were correct which, if you think about it, defied common sense. We both have the same planes out of the same boxes and are running with almost the same batteries. The only difference with the batteries is with the duration.

So up we went.

Flat stick to the left and flat stick to the right. Power turns agog. Rocket past and do it again.

Obviously, my eyes were focused on mine and John's eyes were focused on his.

"See, yours is quicker," said I. "No, yours is" grunted John.

But when we dropped the BS blanket and actually looked at what was going on, we realized that a full circuit at full throttle was identical for both planes. Round and round we went, both crossing the same point in sync.

When I noticed this, I focused on what I was seeing as I watched mine rocketing around. There was John's in the background ahead of mine, but now his was behind mine no, back in front.

And there it was. Finally, we had the answer, which came in 2 parts.

1/ It appeared that there's a psychological aspect, where the flyer seems pre-programmed to see their plane going slower. Maybe it's a result of the intense concentration. I know not.

But then there was the much more understandable point ...

2/ Para-bloody-lax. With the left extreme of the turns being 200m from the right extreme, and the whole dance being performed only 50m in front of us, the view of the "front" and "back" planes is going to be definitely affected by parallax.

So, there we had it. Cut the crap and stop looking for who's faster. Both planes are peas out of the same pod and fly just as fast as the other.

Another interesting quirk of the many quirks that make up this hobby.

Alex_of_Oz"

For the next newsletter, if I haven't already given you one.

Alex

Alex Williams

alex_of_oz@yahoo.com



RECIPE OF THE MONTH

Garlicky Prawns with Harissa Beans and Croutons

This incredibly quick and easy recipe is based on a Jamie Oliver dish. It only takes minutes to make and is utterly delicious. Enjoy.

Tips:

I used thawed, frozen prawns as I always have a bag in the freezer.

Harissa is a hot, red pepper paste used in North African cooking and is readily available in supermarkets.

Do use the red wine vinegar (or your favourite) as it adds an amazing tang to the prawns.

Amounts shown will feed two greedy people.



Ingredients:

175g of sourdough bread

300g large raw peeled king prawns

6 cloves of garlic

2 tablespoons of red wine vinegar

400g tin of cannellini beans

1 tablespoon harissa

1 teaspoon of honey

Salt and pepper to taste

50g of feta cheese, crumbled

Finely chopped parsley for garnish

Method:

Slice the bread into 2.5cm cubes

Place in a large non-stick frying pan on a high heat and toast until golden, turning regularly

Meanwhile, devein the prawns

Place in a bowl with 1 tablespoon of olive oil and a pinch of sea salt and black pepper, then peel and finely slice the garlic, add to the prawns and toss together

Tip the beans into a saucepan (juices and all), add the harissa and honey, then cover and simmer gently for 5 minutes, or until thickened, stirring occasionally

As soon as the bread is golden, remove onto a plate

Tip the garlic prawns into the frying pan

Add a splash of red wine vinegar, then cook for 2 minutes, or until the prawns are just cooked, tossing regularly

Taste the beans and season to perfection, then divide between plates

Top with the prawns and crispy croutons

Scatter across crumbled feta and finely chopped parsley



P & DARCS Calendar

May, 2026

- 17 (Sun) [ASA Scale Competition](#) Field Open: **No**
20 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)
24 (Sun) [Come & Try Day](#) Field Open: **Partial**
24 (Sun) [Gold Wings Training](#) Field Open: **Partial**

June, 2026

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

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](#)
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**
13 (Fri) - 15 (Sun) [ASAA IMAC 2026 Nationals](#) 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](#)

