

The News

May 2010



PDARCS



Next club meeting –

*Saturday 1st May 2010 1pm Start
At the field*

And don't forget :-

OS Day 23rd May 2010

Finally your editor has a first class scale model again.

The result of many a late nights toil is represented in this Super Scale P 51d Mustang . More Info Inside.....

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www.pdarcs.com.au

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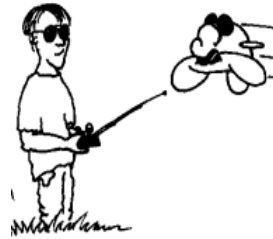
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Editor's Bit



I really don't have much to say this month as I was away all over Easter and the following week so I haven't been anywhere near the field of late.

Hope I sucked you in the cover shot this month I reckon it is a great shot by Andrew Mysliborski of my new Parkzone P51d . Fantastic looking little model which has a full 4 channel Spektrum radio on board. Throttle, elevator, rudder and ailerons are all there and it is only 14" span and weighs 1 ounce !!

I know that it is really only a novelty item but the whole set up is pretty cheap and I can fly it in front of my house caravan or wherever I want as long as it isn't too windy of course. This one is by parkzone but ai think Model Engines have a similar model and a spitfire as well and they are only around a hundred buck ready to go !!!

Speaking of Model Engines don't forget that the OS day is on this month (May 23rd) Great event as you all know so don't miss out. Unfortunately it was left out of the last VMAA newsletter for some reason but hopefully enough modellers know about it to come along this year. It is always a very popular day so weather permitting it should be no exception this year .

Ok enough from me, just enough room left for the other photo of my new mustang. The serious look on my face is because I now have a SERIOUS Model

That's All Folks



Whats on this Month

May 1st Club Meeting at the field
16th Roy Rob Old Timer event (Field Closed)

23rd May, Annual OS Engines Fly In

Only OS powered Models are eligible for the fantastic prizes. So dust off your OS powered Model and bring it along . Without a doubt this is one of the best events of the year so don't miss out

Great event make sure you're there and make sure you are eligible to win

OS ENGINE

Presidential Address

Ivan Chislett



With the recent spate of good weather is good to see members at the field doing what we all like to do, fly models. Unfortunately, we did not do too well at the V.M.A.A. Trophy, coming second last.

I would like to thank all of our team members and particularly to Zac Mitchell who won the aerobatics event. Lets hope we do better next year.

Unfortunately, I did not get even one reply to assist painting the Clubhouse. Therefore at present there is nothing happening. We really need members to get involved in helping to do work around the club or else we have to employ a contractor that will lead to increase club fees. I guess the choice is yours. If you can get a small team together to paint one of the outside walls of the clubrooms please give me a call so that I can get it organized with you.

Thanks to Paul and new members Stewart for helping me dismantle the small shed inside the tractor shed and clean out all the stuff that was stored in it. Stewart also organized to get rid of all the iron and frame of the shed at no cost to the club, thanks very much. The tractor shed is now looking a big more spacious and enables our equipment to be better stored. We have still got some work to do in the shed but at least it is now very much on the road and will make it easier for the guys to access the equipment.

We have almost completed the new bench on the new toilet. It is part of a new charging station that will be completed in the near future. One of the 12 volt charging points has been moved from the Hay shed and is in the process of being installed at the new toilet station. The 240v power points have been installed and will be connected soon.

The committee is currently working on the budget for the 2010/11 year. This year we have spent a good amount of money with the purchase of the new mower and so our reserves have been depleted somewhat. We still have some large expenditure to be outlaid this year. In particular, both tractors need new clutches installed that will cost about \$5000. There is still quite a bit to do on the new toilet as well as the new charging station.

Well, that's it for another month. I look forward to seeing you at the field.

Secretary's Report

Don White

General meeting held 7th April 2010 at the "Burley Field" Cardinia

Meeting opened at 2000hrs

Apologies: I & G Robinson, S Moss, D Glossop, P Short, B Dowie, W&P Schuba ch

Guest: Graeme Pentland

Minutes of the previous meeting be accepted: Moved P Harris Seconded P Somerville Carried

Business arising from previous minutes: Nil

President: The weather for the Monty Tyrrell was not the best, but the brave ventured and flew their planes. The car bootsale went very well and will be a feature next year.

Maintenance: The shed inside the big shed has been removed and lockers installed.

Treasurer: Budget on line. Next committee meeting the budget for next year will be discussed and the members to be informed later.

C.D : VMAA Trophy under control for the week end 11th April

General: Benches on the outside of the new toilet block to be installed along with 240v power points, these will be covered with a solid roof. The Western parking area will be widened to allow turn a round for cars and trailers

Discussion on extending the club house approximately 7m on the West end.. General supported by members.

The air conditioner control has been installed on the wall to operate it only needs to be switched on or off.

Sunday 23rd May 2010 is the O.S. Day, flyin will be limited to aircraft fitted with O.S. motors only, This is to allow more planes to be flown that are fitted with O.S motors, when the event is over all planes can fly irrespective of motor make.

The models and tools of Mal Caesar will be sold between 3-5pm on Sunday 18th April at his home address.

The President welcomed Paul Webber (a past member) as the new Web-Master.

Query re possible spaying of sand flies. – Norm Morrish advised that he would look into this matter.

Phil Langton queried the removal of the centre charging station under the Hayshed. The President responded by advising that the removal of this was agreed to by the

General Meeting Minutes cont

members at the previous General Meeting as part of the revision to the layout of the field as presented by Peter Harris. He noted that the proposal agreed to transfer and provision of additional charging stations which were under construction.

President made presentation re the idea of a Flat screen TV & flight simulator for clubhouse being included on 2010/11 budget. The members were in support of proposal.

Query was raised as to how much the school makes out of the canteen duties. It was considered that we need to keep these figures so that they can be published if we wish to. Paul agreed to contact the school.

Frank Dibble asked that the membership list include occupation and e-mail address of members.

The members need to be told that their e-mail address will not be made public if they opt to receive their newsletter via e-mail.

The committee was asked to look into possible ways of honouring past members, including, but not limited to Mal Caesar.

Meeting dosed at 2115hrs

Next general meeting Saturday 1st May 2010 at 1300hrs

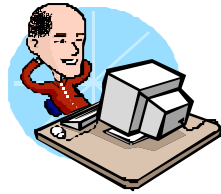
From the Committee

Badges: take your mind back a year or two and you will remember that members were complaining that you couldn't tell who was and who wasn't a member. So as a result of a vote from members we started issuing membership badges and the rule was made that No badge No fly.

So when asked to wear your badge please do so it isn't the committee being difficult it is the committee policing the will of the members.

A concern was raised at the last club meeting that members email addresses were accessible by the general public if you get the newsletter emailed to you. Our webmaster assures us that this is definitely not the case. So please feel free to supply us with your address and receive the electronic full colour version of the newsletter

Registrars report



Membership List

The new Membership List has been published and emailed or posted to members. For privacy reasons **it will not be published on the web site.**

Membership Renewals

Renewal forms will be sent In early June once the VMAA and Club Fees have been decided. To avoid any delays please advise me of any updated contact details as soon as possible. That way there will be no delay in sending you your spiffy BLUE membership card for next year.

Email Addresses

If you have not received an email notification that the newsletter has been published then we may not have your correct email address. There were 4 'bounces' last month.

If your email address is wrong we cannot send you an email telling you that your email address is wrong!!!!!!

If you change your email address the just send an email from your **NEW** address to Registrar@pdarcs.com.au and I will update our records.

New Members

No new members this month

New Member Orientation Sessions

I will arrange sessions as required for new members as required. *If a new member has not received a membership card it is probably that they have not contacted me to arrange an orientation session as requested in their welcome letter!*

Motion for the May general meeting

The members request the Committee to amend the constitution of the club to comply with the requirements of the Associations Incorporation Act 1981 and to present the amended constitution to members for approval at the next annual general meeting.

The amended constitution is to include the following changes to the membership requirements:

1. Remove the Pensioner classification for new members whilst retaining the classification for existing pensioner members.
2. Change the classification from Provisional members to Probationary members.
3. Require applications for Full or Associate membership to have been Probationary members for a minimum of 11 months.
4. Probationary members with less than 11 months dub membership may renew their Probationary membership once only.

The membership changes are to be applied for the 2010/2011 membership renewals in anticipation of the approval of an amended constitution.

OS Engines fly inn Day--- Sunday 23 May 2010

De Havilland DH 82 Tiger Moth

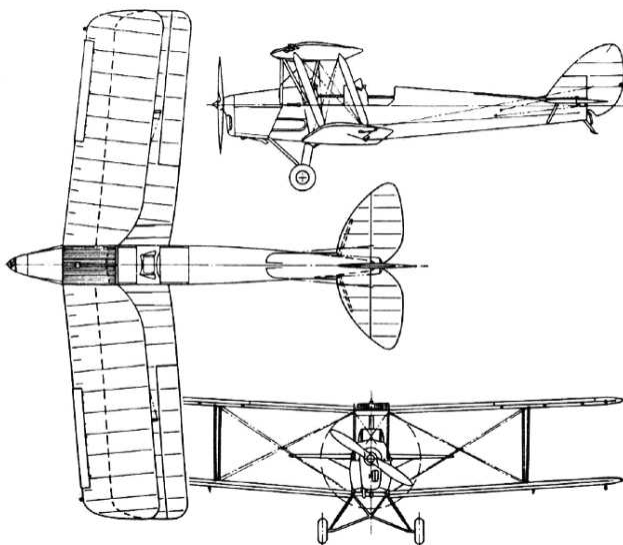
Richard (Dick) Ryland

The Tiger Moth was designed to meet a RAF trainer specification. Geoffrey de Havilland had built a succession of successful biplanes during the Twenties all incorporating the word Moth in their name as he was an avid [lepidopterist](#) (don't ask me, I don't know either!). These aircraft culminated in the popular Gypsy Moth and he entered a development of it into the competition for a RAF trainer competition. The new aircraft was to have an inverted engine to improve the forward view and steel tube fuselage and other improvements to make it stronger and more able to cope with the rough and tumble of service life.

The RAF however were not happy with the placement of the front cockpit as the struts and wires there would make it almost impossible to escape from it in a hurry if a pilot had to parachute to safety. A Moth was modified by moving the upper wings forward eighteen inches but it was still difficult to leave the front cockpit. Moving them a further six inches forward did the trick but now the center of lift had been moved so far forward that the aircraft was far too tail heavy! This was neatly overcome by moving both sets of wings rearward by nine inches at the interplane struts thus moving the center of lift back to where it needed to be. (Shades of the Sunderland eh?) After modifications to the rear spars and interplane struts made necessary by the sweeping of the wings it was found that the center of lift had to come back a little more and this was achieved by sweeping just the upper wings by a further two inches.

After the first few Tiger Moths had flown it was noticed that sweeping the wings had the secondary effect of bringing the wingtips too close to the ground. With its high center of gravity, narrow track undercarriage, tail skid and total lack of brakes it was very difficult to taxi at the best of times without the aid of wing walkers and with the wingtips now even closer to the ground it was nigh on impossible at times. A very practical solution was to simply raise the lower wingtips, which explains why the Tiger Moth has greater dihedral on the lower wings.

So, here we have yet another aircraft which we all know and love but which would not have been that aircraft without major design changes early on. With its classic de Havilland tail and swept wings it is a beautiful and distinctive sight in the air. It is indeed one of the most iconic aircraft of all time. I know more than one person who refers to *all* biplanes as Tiger Moths!



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VMAA Trophy

Report and photos from Ivan Hancock

P & DARCS Came 7th place out of 8 teams.
Considering we were short pilots for 3 of the events I think we did ok !!

We had a great time over at the State field there, and 5 of us stayed over night. The weather was kind to us having 2 days of sunshine with moderate winds.

Our Pilots were as follows:

- Helicopter:** Pascal Bouchet.
- Old timer duration:** Peter Harrison
- Fun Scale:** Roland Gaumann
- Scale Aerobatics:** Zac Mitchell. Came first place overall.
- Electric Glider:** Peter Timms
- Most unusual Aircraft:** Ivan Chiselett

- Thermal Soaring:** No Pilot.
- Musical Landings:** No Pilot.
- Club Racing:** No Pilot.

Most of us went up there pretty much blind as to what to expect!! Next year will be a different story as this has only made our team more determined !!

Now that we know a bit more about it we will be 100% prepared for next year and we WILL WIN...!!!!!!!

From the Ed

Have to admit I have heard that catch cry before Ivan. From experience everyone says that we will really go for it next year then when you chase them during the year to practice a little or commit themselves for the event things go quiet. We have had quiet a few team members over the years some good some would have done better if only I had practiced.

Give Ivan some support guys if we really want to do well at the Trophy we need to prepare in advance and put in a little practice. Particularly in some of the events that are not run at all anywhere else.

This is not a dig at the efforts of our team or anyone just my observations of watching our efforts over the years. Getting someone who will turn up is hard enough but to get some to turn up on the day and practice before hand seem to be our downfall.





V.M.A.A. DVD Library – Special P&DARCS Edition

IMPORTANT NEWS: The V.M.A.A. Library has now changed over to only having only DVDs available. This has the big advantage of halving the post and handling costs of sending out the DVDs. So effective now; **three DVDs will only cost \$5-00. This includes postage both ways.** The joining fee of \$10 remains the same.

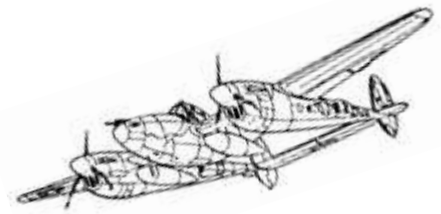
If you would like a full list of the titles available and/or a joining form please e-mail me at videolibrarian@vmaa.com.au and I will send them to you.

Here are a list of the new DVDs that have been added during the past month.

- | | |
|---|---|
| 1342 MONSTER PLANES USA 2009 96 Mins.
All the giant plane action from Lake Wales Florida. Highlights include a big B-36, B-29 and Super Constellation plus lots of other great aircraft. | 6162 AIR TATTOO 2009 150 Mins.
Follow the mighty Vulcan to 20 locations in the UK and Europe during 2009. Includes behind the scenes of the crew, engineers and helpers. |
| 1343 WARBIRDS OVER THE ROCKIES 2009 96 Mins.
From Fort Collins, Colorado, over 150 pilots put on a great fly-in. Aircraft featured include a giant A-10 powered by 2 P-200 turbines. Also a 25Kg B-24 plus lots more interesting aircraft. | 7235 THE SPITFIRE – DESIGN ICONS 65 Mins.
An excellent look at the design aspects of the Spitfire. It includes interviews with people who carry out restoration and WW2 pilots. |
| 1344 FLORIDA JETS 2010 104 Mins.
All the action from the 14 TH annual Jet fly-in. Lots of great jets. | 7236 A PLANE IS BORN – EUROPA XS KIT AIRCRAFT 180 Mins.
Follows the progress through the actual construction of the Europa Kit aircraft. The Europa is a kit aircraft capable of 200mph. |
| 1345 CRASH ACTION NO. 2 45 Mins.
Lots of crashes and mishaps from Europe.. | 7237 CATALINA ODYSSEY 57 Mins.
The story of the restoration of a NZ Catalina. |
| 5161 TURBINE R/C HELICPTERS 90 Mins.
An introduction as to what is involved with building and flying R/C turbine powered helis. | 7238 BAC 1-11 1963 - 1967 60 Mins.
A look at this classic English passenger aircraft. It covers the construction and first flight as well as operations by a number of companies. |
| 6155 KEMBLE AIRSHOW 2009 63 Mins.
Lots of great aircraft including the Vulcan, Hunter, Canberra, Meteor, Sea Vixen plus lots more. | 7239 BAC 1-11 1968 - 2006 67 Mins.
Shows the 1-11 operations with various companies. |
| 6156 BIGGIN HILL AIR FAIR 2009 90 Mins.
The big airshow from the historic Biggin Hill. Lot sof great aircraft including the Vulcan, Spitfires, Hurricane, P-40, P-51, Lancaster plus lots more. A great airshow. | 7240 CONCORDE – END OF AN ERA 50 Mins.
Go behind the scenes in both England and France to follow the story of this remarkable aircraft. This follows the history of Concorde right to the unfortunate crash and the last flight of the type out of Heathrow. 90 Mins. |
| 6157 SHUTTLEWORTH COLLECTION 2009
Features the majority of the Shuttleworth aircraft. This DVD features no commentary so the sounds of the aircraft can be heard. | 7241 THE RETURN OF THE 707 45 Mins.
The story of the return of QANTAS's first 707 to Australia and finally to the QANTAS museum in Longreach. |
| 6158 RNAS YEOVILTON AIR DAY 2009 90 Mins.
The Fleet Air Arm Air Show form Yeovilton. Features lots of great aircraft including Nimrod, Seafire, PBV Catalina, Sea Vixen plus lots more. | 7242 SUPER CONNIE RESCUE & AIR ATLANTIQUE 135 Mins.
A double-sided DVD. The story of the work trying to restore a super Constellation plus the operations of the Airline Air Atlantique. |
| 6159 BRITISH AIRSHOWS 2009 Part 1 90 Mins.
All the highlights from the big Air Shows held in the UK during 2009. | 7243 FLYING THE VAMPIRE 55 Mins.
Be part of a flight of Vampire.. Joint its pilot on the preflight inspections and checks then come aboard for the flight. |
| 6160 BRITISH AIRSHOWS 2009 Part 2 90 Mins.
All the highlights from the big Air Shows held in the UK during 2009. This disc is interactive and you use the DVD "Angle" button to switch between different views. | 7244 FLYING THE B-25 MITCHELL 55 Mins.
Be part of a flight of the Canadian Warplane Museum's B-25 Mitchell. Joint its pilot and crew on their preflight inspections and checks then come aboard and see them fly this great aircraft. |
| 6161 THE VULCAN EFFECT 120 Mins.
Follow the mighty Vulcan to 20 locatiuons in the UK and Europe during 2009. Includes behind the scenes of the crew, engineers and helpers. | |

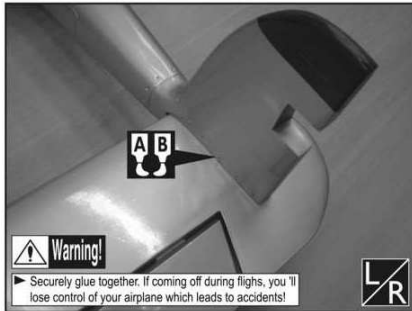
If you want to join the V.M.A.A. DVD Library please e-mail me at videolibrarian@vmaa.com.au and ask for a complete list of titles available and joining form. There are over 600 great aviation titles to look at including lots of great "how to do it" titles.

P-38 Lightning Part 2



By Knobby Clarke

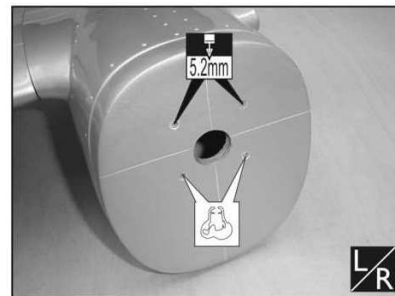
In the previous article, I explained a little of the history of the P38 and why I am building the ESM model of that prototype.



Forewarned by the extensive advice in the construction thread on the Internet forum, I began by attacking the mounting for the tailplane. If constructed as delivered, the plane will require about 6mm of down elevator trim to fly level!! As advised by the thread, I reshaped the mountings with my Dremel substitute so that the trailing edge of the tailplane will sit about 3mm lower. When I install the tailplane I shall fill the gap with a piece of shaped balsa

and cover the modification with a little silver paint.

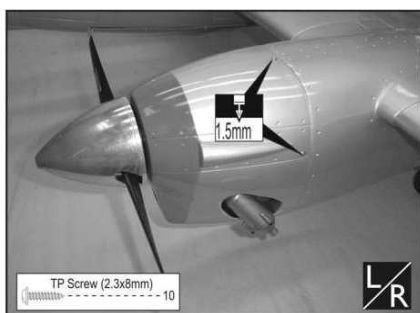
The next problem to be solved was the installation of the engine mounts. The kit provides mounting bolts and lost nuts. However, the back of the firewall is a very long way forward from the hole for the undercart.



You cannot get even a very thin hand up inside the nacelle/fuselage to locate the nuts on the bolts. The construction thread has numerous contributors who have waxed lyrical on this point and provided a number of ingenious solutions, none of which appealed to me.

Now at this stage I should explain that the P-38 has a very interesting exhaust arrangement. The exhaust gases are ducted back to the top of the nacelle / fuselage just aft the trailing edge of the wing. There they drive the turbo-supercharger and are thence released to the atmosphere. This means that, on the model, the exhaust gases should emerge on the top surface of the nacelle / fuselage some 300mm aft of the rear of the engine. I am intrigued by this challenge.

Although I toyed with the idea of using a pair of 91 four-stroke engines, I have settled for a pair of 46AX two-strokes (which I just happen to have lying around unused). The designers

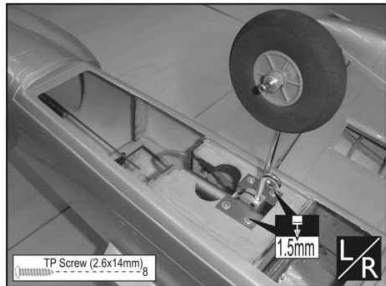


of the kit clearly intended that the muffler should just hang out in the breeze. I have other ideas. In each nacelle, I have cut a large hole underneath the engine mounting. The engine is mounted at a 45 degree angle and the muffler goes through the hole in the firewall inside the cowling. It is difficult to obtain silicone piping in lengths of 300mm and greater (which is hardly surprising as it costs about \$75/m). Accordingly, my present plan is to fabricate extension exhaust pipes out

of domestic annealed copper and connect the bits with small pieces of silicone tubing.

All this means that each of the firewalls now has a large hole through which I have been able to insert my hand to fiddle the lost nuts on to the ends of the mounting bolts for the engine mounts. I now have two nacelles with engine mounts.

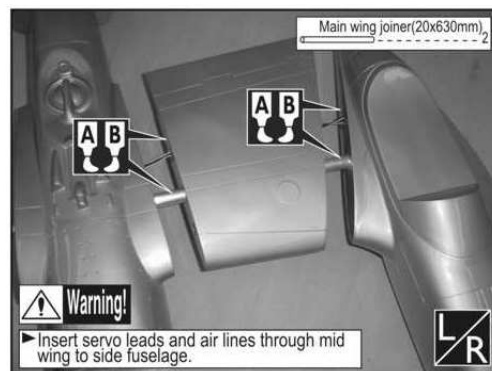
Next I turned to the installation of the tri-cycle undercart. The kit is supplied with a set of Spring-Down-Air-Up retracts of unknown origin. I tested them and, unlike many of the examples described in the construction thread, they seemed to work. However, compared to the Century Jet retracts which I have used on other models there is a lot of slop everywhere. This seemed in keeping with the general quality of the model so I installed them according to the "instructions". This means that when retracted about 1/3rd of each



wheel still protrudes. I was unhappy with the suggestion that the retracts should be held in place with 2mm self-tapping screws, so I replaced them with 3.5mm bolts and nuts. As we shall see later, the undercart doors are the only way to get into the nacelle to adjust the servos and to secure the outer wings. So they must open. Ideally, they should be hinged open and closed by the retraction of the wheels using a simple thread link over the top of

the undercarriage leg. However, as the wheels don't retract fully into the nacelles, I'm not going to bother with that level of sophistication. I shall simply cut holes in the "door-pieces" to accommodate the retracting wheel and fix each "door-piece" to its nacelle with screws as "instructed".

The next major task is to glue the inner wings to the central fuselage and then glue the nacelles to these inner wings. The alignment of these various components ought to be easy because they are all threaded on two aluminium alloy tubes. In theory, you simply thread all the bits onto the tubes, spread epoxy resin glue liberally over the joint faces, cramp it all together and "Heigh Presto", it's done.



In practice, there are two problems.

The first problem is my self-imposed rule that all my planes must dis-assemble so that they can be loaded into the back of my Subaru Impreza. This means that the maximum length of any component is about 65", that's about 1650mm, and that the maximum width is about 44", say, 1120mm. The "instructions" tell you to glue the aluminium tubes into the central fuselage, inner wings and nacelles leaving the ends protruding. You would then assemble the aircraft by sliding the outer wings on to the tubes. The overall length of the model is 60", so that's OK. Unfortunately, the width over the protruding tubes would be about 48". It wouldn't go through the tailgate!! My solution for this is to use the tubes to align the components, but to remove them during that interesting time after the epoxy has set but before it has fully hardened. I shall then glue the tubes into the outer wings so that the assembly technique will be to slide the tubes into their respective sleeves rather than sliding the outer wings on to the tubes. I am assuming that a liberal coating of grease on the tubes will prevent the epoxy from adhering and make this technique effective.

But that's only half the story. There is another significant problem to be solved before I attempt this crucial piece of assembly. I'll tell you all about it next month.

Out and About

Tyabb Airshow. The club put on an impressive static display at the Tyabb Airshow recently. When I arrived the crowds were quite large in fact it would have had one of the largest crowds of all the exhibits.

We don't play with toys anymore, th public really appreciate and are fascinated by what we do

Great effort by Don white and his band of helpers that organized and manned the display



One model, two real ones. Just though I would mention that in case you didn't pick it



Peter Harrison with his 80" Gee Bee Y Super Sportster ARF Model, NR718Y, at BRMFC 2010 Annual Display . Peter was the winner of the Best Civilian Award .

Peter recommends that more members make the effort and travel to the various country fly-ins during the year because, they are great fun, and that old Hangar Queen may just take the judges eye.

Peter reports that the model is now re-engined with a 150 S Saito 4-stroke, up from a 120 S Saito 4-Stroke which makes the model much faster and easier to fly.

Prop 15 x 8 Scimitar On-board Glo energised just under 1/2 throttle
Tx Hitec 36 MHz Eclipse 7, -30% Expo on all 3 surfaces Rx Hitec running on 6 volts
Fuel 10% Addies home brew

The Gee Bee Y is touchy on landing due to the al most solid undercarriage and wheels.

Model is several years old now, and because of a few hard hits it needs a little fibreglassing repair work to perform on the cracks in the spats .

Short Finals



On Sale

HD Model Design Extra 90" 300S deluxe kit.
All surfaces are factory sheeted. The full kit is included - fuse, cowl, canopy, landing gear, wing joiner and plans etc. In perfect and unbuilt condition. \$400 or best offer.

US Engines 41CC petrol engine. Very little use and never crashed. \$200 or best offer.

Call: **Geoff 0418352705**

Great Planes Piper Cub kit, 76" wingspan, motor size 2 stroke, 40 - 60, four stroke, 48 - 80. \$260.00 ono!

Call: **Darryl Cope 97024852**
mobile, 0404811561.
dags18@bigpond.com

Wanted

Ern Hancock is after the stall holders from the Monty Tyrrell day (3 of them) that were selling:

- A Black and Yellow Gee Bee
- Large size Props (18X8 in particular)
- Perry Pump Fuel Pump

Now, Ern should Have probably pulled his short arms out of his long pockets on the day but seeing as he didn't could the stall holders or someone who knows who they were please make contact with him

Ern Hancock 9705 0426

State Scale Champs 2010

The results from the State Champs F4c and Flying Only Scale ARF run at the P&DARCS field on Sunday 18th April.

The entries were down on last year due no doubt to the conflict with Tyabb Airshow, and the Keith Hearn event at MARCS.

F4c

- | | |
|-----|-----------------|
| 1st | Gary Sunderland |
| 2nd | Rob Dickson |
| 3rd | Haydn Hampson |

Flying only Scale ARF

- | | |
|-----|---------------------------------|
| 1st | Noel Whitehead (P&DARCS Member) |
| 2nd | John Lamont |
| 3rd | Tony Grieger (P&DARCS Member) |

Japanese Tow Truck

Ingenuous design don't you think ?



Addies Hobbies

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Suburbs

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