



# P&DARCS

Pakenham and District Aircraft Radio Control Society



## P&DARCS NEWSLETTER JUNE 2022



Paul Van Tongren's new Sonex model

The full size aircraft is a SubSonex single seat private jet built originally by the Sonex Corporation, USA. Paul used CAD to draw the plans and produce the parts to completely scratch build the model. It was successfully flown last month and Paul has now completed the certification flights on it.

All the details in an article by Paul, in " **From Our Flying Field** "

**Next Club Meeting, Saturday 4<sup>th</sup> June, 1pm**

## BURLEY FIELD

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## EDITOR'S BIT

# THE BEST MODEL FLYING CLUB

After nearly 50 years, a fabulous place to fly model airplanes and join in the fun times that we have, enjoying our fascinating hobby



Aerial view of our great Club

**Frank McPherson** Editor.

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# NOTICES

## P&DARCS Scratch & Kit Built Scale Rally

Sunday November 6<sup>th</sup> 2022

# Call for Sponsors



**All Kit & Scratch Built Scale Aircraft welcome. No ARF's please**

We are starting to put together the Scratch & Kit Built Scale Rally for 2022. If you would like to be a sponsor, by the way of Cash or Product donation, or if you know of a Company that you think would like to be a Sponsor please contact Ivan at [scalerrally@pdarcs.com.au](mailto:scalerrally@pdarcs.com.au) or on 9898 4379.

We need Sponsors to make this the high profile event that it is

## PRESIDENT'S REPORT

### From The Future Planning Committee

#### Runway Refurbishing Proposal

*The tragic words "It can't be done", "We can't afford it" and "Impossible" must be expunged from the DARCS Vocabulary. They were unknown by previous committees and therefore should remain unknown.* This statement was extracted from the historical document "The Mighty DARCS" on the founding of our club and was written by Monty Tyrrell in 1991 for our club's 25<sup>th</sup> anniversary (31 years ago...). This inspirational statement should give us a feeling of the mindset of the founding members of our club who were thinking well beyond their years when they purchased our magnificent flying field.

As most of our members are now aware, the future planning committee are looking into the prospects of refurbishing our runways. Over the years many of our long-term members will be familiar with the ongoing work put in by our hard-working members to repair and maintain the runways, this work is by no means unappreciated, and the current flyable condition of the runways can only be attributed to the hard work and investment that has been put in.

For as long as I can remember (I have been an active aeromodeller since 1985 when I was 13 years old), the P&DARCS field has always been the envy of all Melbourne clubs and I have heard to it being referred to as the best club in Australia more times that I can count. In my 14-year career working in the R/C modelling industry I was fortunate enough to visit many flying fields all around Australia and it became apparent to me that the runways at Burley Field are by no means the best in Australia. I have had the pleasure of flying some very small regional clubs with just a handful of members and have just had very basic facilities but are fortunate enough to have magnificent runways (Usually in a sheep paddock). We have some magnificent facilities at P&DARCS, the flying area and outfields are undoubtedly very enviable and the fact we have been able to comfortably invest in the field with the knowledge that our long-term future is secure has allowed us to make some solid investments in our field. However, the undulations, cracking and occasional flooding on our runways certainly make the runways far from being the best in the country. I have seen too many models damaged unnecessarily as a result of the less than ideal runway conditions at Burley Field. In my opinion, the runways are what makes a model field great, the members are what make a club great, not the quality of the chairs we sit on while we drink coffee. If we have no runways, we can't fly models. They should be considered as our primary asset. Who doesn't want to fly from a perfect surface? I can understand that our club means a whole lot more to some of our members than flying, for many it is a social place to catch up with mates and this is an important aspect of any club, but for a lot of people it is also about the flying and getting the most out of their models that they have invested a lot of precious time and money into.

As many of our long-term members will have also witnessed, our models evolved dramatically over the last 30 years, models have gotten both smaller, bigger, lighter, faster and a lot more expensive. The run of the mill .45 size sports model seems to be a rarity these days which were a common sight at flying fields 30 years ago. The smaller models naturally have smaller wheels, Jets and EDF's also have smaller wheels and usually fragile retracts and the larger IMAC Models have wheel spats that all have trouble with the poor condition of our runways. Not to mention the magnificent scale models that we love to attract to our field for the Monty Tyrrell and scratch build events, many of these have landing gear close to the C.G. making them want to nose over on take-off or landing. While some of you may have heard me mention at the May club meeting that we have some models at our club worth \$20,000 – \$30,000, this project is by no means exclusively for these models. Everyone will benefit from having improved runways. It will allow us to host high profile events, attract more scale models and hopefully inspire other members to build and fly more as well as advancing their flying skills.

The members of the future planning committee were chosen for their skills in aeromodelling, business and project management as well as enthusiasm, with over 100 years of modelling experience in everything from Control line, World Championship Scale, F3C Helicopter, Glider, Racing, display flying and general sports flying, between the four of us and we have no need to make a name for ourselves, we simply want to give something back to the hobby that has given us so much enjoyment. For some reason we have some members within the club who are seeking to undermine what we are trying to do and creating rumours that are not based on fact. While it is the right of our members to disagree with what we are doing, it is unfortunate that some are doing their best to sabotage our efforts and deprive the bulk of the voting membership who have already instructed us to proceed with our investigations. We understand that there will be some members who simply don't want to invest in this project, and we respect their views, we just ask that they keep an open mind and respect the other members rights who do want to invest in the project and not spread rumours that are only doing harm to the entire club. The club as a whole will get their opportunity to vote for or against this at a meeting once all details are finalised, it is the only way to ensure that we are doing what the majority of the voting membership want. This is not a plan to divide the club but to improve it so we can not only enjoy our facility, but also allow us to remain a strong club and ensure we have a future as our aging membership continues to erode. There is a lot of work to be done in the background to ensure our plan has the best chance of success, this obviously takes time and is taking a little longer than we anticipated. We are doing our due diligence to make sure every aspect our plan will be a success. The choice of grass is proving to be one of the most important aspects of this as it will not only be the surface we use to take-off and land from, it is also what will insulate and hold the surface together, the grass needs to have a level of drought tolerance as well as being resistant to the beetles that insist on eating the roots. Moreover, the grass needs to grow fast enough so that we can get up and running again ASAP and be affordable. We have done soil testing on the soil that has been set aside for us if the project proceeds and had our bore water tested to see if it could be used for watering the new grass (unfortunately it is too salty). We also have another contractor giving us a quote and some other options for the entire project which we hope to have in the coming weeks.

We have a high level of confidence in the contractor(s) we are selecting to carry out the runway refurbishment and are going to engage an ongoing maintenance program to ensure the success of the works. We are planning on starting off the works on the main E-W runway and can follow up by doing the two N-S runways in a year or two once we are confident with the initial investment. There has been a suggestion put forward that we reduce the width of our runways to 20m instead of the current 32m to reduce costs and mowing time, we feel it would be a mistake to limit the width of the refurbished surface to just 20m as it would be a huge task to add the width back on later if we decide 20m is not wide enough. We can still have 20m wide runways if we wish, but the refurbished base should stay around the current 32m width. We have had some positive discussions with the VMAA and MAAA about finance which we may choose to take advantage of it.

**Neil Addicott** Chairman Future Planning Committee.

**Keith Quigg** President  
AUS 22897

## SECRETARY'S REPORT

### Minutes of the P&DARCS General Meeting held on Saturday May 7<sup>th</sup> at Burley Field

**Meeting opened at:** 1:00pm

**Chair of meeting:** Vice President Neil Addicott

**Members Present; 18**

**Apologies:** David Walsh, Darryl Slade, Mark Smith, Tim Moreland and Greg Sexton

**Visitors; Nil**

**Minutes of previous Meeting:**

Motion that the minutes of the previous meeting be accepted. Moved Daniel Jenkins Seconded Frank McPherson **CARRIED**

**Business Arising from Previous Minutes; Nil**

#### Reports

**President:** As printed in Newsletter

**Secretary:** As printed in Newsletter

**Treasurer:** The Treasurer updated the members on the financial state of the Club.

Treasurer moved his report be accepted. Seconded Bill Reynolds **CARRIED**

#### 2022/23 Budget

The Treasurer tabled the proposed budget for the 2022/23 year.

The Treasurer spoke to the budget document explaining various items.

The Treasurer moved the motion that a \$50 subsidy for the purchase of safety PPE equipment be paid to the members on the mowing roster be included in the budget. Seconded Steve Malcman **CARRIED**

The Treasurer noted that there were several projects yet to be completed which have already had funds approved. Hopefully these will be completed in the near future but will not require funds to be allocated or approved as they have already been approved previously.

The Treasurer moved the motion that the budget as tabled and the fee structure identified, ie unchanged from 2021/22, in the document be accepted. Seconded by Bill Reynolds **CARRIED**

**Registrar:** As printed in Newsletter.

**Field Manager:** As printed in Newsletter. Craig reported that the 2 new brushcutters have been purchased and the field has recently been rolled. Training update for maintenance team to be done shortly. Two new members have joined the mower team.

Peter Harris noted that he has almost completed an equipment training manual but has yet to be approved by the committee. The draft is available for perusal.

**Facilities Manager:** Absent. Front gate upgrade has been completed.

It was noted that the green drinking water tank has been isolated due to the collapse of the roof.

**Safety Officer:** Absent.

**Editor;** Request for article & photos.

**Webmaster:**

There has been a change of hosting provider. The web site has been moved which caused problems but these have been fixed.

Peter Harris expressed the Club great thanks to Daniel for all his work on the club web site and setting up the executive back up system.

**Social Secretary:** Absent.

**Club Captain:**

VMAA Trophy to be held on June 25 & 26. Still finalizing the team due to the change of dates.

**Chief Flying Instructor;**

Nothing to report

**Future Planning Sub Committee;**

Neil reported that there has not been much project work, as they have been gathering information on runway upgrade.

**General Business****1. Club Constitution Revision;**

The Committee has revised the Club Constitution, as noted in the May Newsletter this can be downloaded for review. The revised Constitution will be submitting to the Members for consideration and vote at a Special meeting held in conjunction with the June General meeting on June 4<sup>th</sup> at the field.

This is an important meeting please make every effort to be there. Please note that only Full Share holding members are entitled to vote on changes to the Constitution.

**Meeting closed at 1:55pm**

## **May 19<sup>th</sup> 2022 Committee Meeting Summary**

The Club's committee met on Thursday night May 2022 via Zoom.

Some of the items considered are noted below;

- VMAA Trophy date has been shifted due to clash with the MAAA Council Conference. It is now being held on June 25 & 26<sup>th</sup> at our club field. Club Captain still looking for members for the team and helpers to run the event.
- There is a need to address our catering needs.
- Revised Club Constitution to be voted on by the members for approval.
- Investigate rodent eradication program.
- Approval to purchase seat to eliminate trip hazard in Hay Shed.
- 20 Probationary Members approved to offered Full membership.
- Advised that MAAA & VMAA Fees to remain as per last year.
- The 2 new brushcutters have been purchased and working well.
- The writing of Safety Manuals and documentation is almost complete.
- A safety revision course will be conducted shortly for those on the working teams.
- Web master was approved to increase the capacity of the Club's web site.
- Michael White donated a trainer aircraft to the club.
- Club Future Planning Committee gathering information.

**Ivan Chiselett** Secretary

**Agenda for the P&DARCS General Meeting to be held on Saturday June 4<sup>th</sup> at  
Burley Field**

**Meeting to open at:** 1:00pm

**Chair of meeting:** President, Keith Quigg

**Members Present;  
Apologies:**

**Visitors;**

**Minutes of previous Meeting:**

**Business Arising from Previous Minutes;**

**Reports**

**President:** As printed in Newsletter

**Secretary:** As printed in Newsletter

**Treasurer:**

**Registrar:** As printed in Newsletter

**Field Manager:** As printed in Newsletter

**Facilities Manager:** Front gate entrance upgrade has been completed.

**Safety Officer:**

**Editor;**

**Webmaster:**

**Social Secretary**

**Club Captain:**

**Chief Flying Instructor;**

**Future Planning Sub Committee;**

**General Business**

There have been no notice received of items of General Business.

**Meeting closed at**

**Agenda for the P&DARCS Special General Meeting to be held on Saturday June 4<sup>th</sup> at Burley Field**

**Meeting to open at:** 1:30pm

**Chair of meeting:** President, Keith Quigg

**Members Present;**

**Apologies:**

**Visitors;**

**Reason for Meeting;**

This meeting is to consider, and vote on the approval of changes to Club's Constitution.

**Background.**

The amendments to the Constitution were advised and published on the Club's web site for the Members.

Notice of this meeting was given on the Club's web site and Newsletter.

It was noted that only Full Members of the Club are eligible to vote.

**Approval of the revised Club's Constitution.**

The motion; **"the amended Club's Constitution and published on the Club's web site be approved."** Will be put to the Members.

Motion moved by; .....

Seconded by; .....

**Meeting closed at**

## REGISTRAR'S REPORT JUNE 2022

### Membership Renewals

The club membership fees were set at the recent club meeting and the VMAA/MAAA fees have been finalised. The only change to VMAA/MAAA fees is there is no early bird discount, other than that they have remained the same as the previous year.

The membership card for next year has been designed and features an image of a SubSonex jet which was scratch built by our member Paul Van Tongeren's.

By the time you read this report the annual membership renewals are in the mail and should be reaching you shortly.

**Please remember** to send the forms back to the club **even** if you pay by EFT **and** include your name on EFT payments so that we can actually trace who sent us money.

### New Member Applications

There were no new member applications this month.

### Membership statistics

	Paid 21-22	Unpaid	Last Year
Associate	17	4	19
Full	108	3	100
Honorary	0	0	2
Junior	6	2	6
Life	3	0	3
Non-flying Full	0	0	0
Pensioner	16	4	22
Probationary	26	0	18
Prospective	3	0	0
Student	0	0	0
Spouse	1	0	1
<b>TOTAL</b>	<b>180</b>	<b>13</b>	<b>171</b>

**Steve Malcman** Registrar

[registrar@pdarcs.com.au](mailto:registrar@pdarcs.com.au)

Mobile 0410 464 186

## FIELD MANAGERS REPORT

Our field is in quite reasonable condition, plenty of recent rainfall has made our runways quite soft and lush with lots of grass growth. The cracks have started to ease up and close. With the runways being soft we are able to roll them a lot more now.

All runways are open for flying, further rolling will make them much better.

Our new brush cutters have been put to work, makes the job easier for the mowing crews and keeps the field up to a very high standard of appearance.

I would like to welcome Paul Rolph and Simon Ventevogal to our mowing team, we are looking for more mowing crew members. Any new or long term members are welcome to join us. Send me an email or contact me directly.

I would like to thank all our team members who put in a huge amount of work keeping the field looking immaculate.

I intend on running another induction/ training refresher course on Saturday 9th July.

We also have a new yellow mowing sign that is visible for everyone that enters our field. This sign will be placed on the driveway, please be Aware that mowers and other machinery are in use around field.



The new mowing safety sign

**Craig Fitzsimons** Field Manager

# From Our Flying Field



Paul Van Tongren's Sonex model, gear down, on final approach to the Main strip. ( see Paul's article below )

## Sonex Model Article By Paul Van Tongren

I have been flying RC model planes since 2011 and by 2018 felt that I would like the challenge of getting into turbines. Buying an ARF didn't particularly inspire me as I wanted to build and get a proper understanding of the entire process, never having built from scratch before.

I also wasn't inspired by plans and kits, although I almost settled on a David Boddington set of plans for an 80" Vampire.

In essence, I came to the conclusion that I wanted to make the project as hard as possible – never having done a scratch build, never having setup or flown a turbine model – so that I would learn the most during the design, build and flying. I also wanted something a little unique and when I revisited The Flying Show's program from the Avalon International Airshow in 2017, I knew I had found the model for me – the SubSonex Personal Jet from Sonex Aircraft in Oshkosh! It particularly appealed because it was yellow for good visibility, and the airfoil has good slow-speed characteristics, vital for a newbie jet pilot.

I bought the 3 View sheet from Sonex Aircraft, taught myself Autodesk's Fusion 360 (a CAD program), designed all the internal structures for laser cutting of balsa and ply parts, assembled the structure, sheeted it, learnt about fibre glassing and spray painting, installed the retracts and turbine and electronics and she was finally ready to maiden after a short 3 years.

After a few false starts, **David Law** successfully maiden her and I got my certification shortly thereafter. Despite all the ups and downs during the project, that sense of achievement when I finally flew her for the first time was absolutely outstanding.

## Specifications

Full Size Aircraft:	SubSonex Personal Jet flown by Bob Carlton
Model Aircraft:	40% scale
Wingspan:	2.3m
Laser Cutting Service:	Wolf Models, Queensland
Dry Weight:	13.5kg
Turbine:	Jets Munt M100XBL running Jet A1
Receivers:	Dual Futaba R7006SB
Receiver, Servo & Power Mgmt:	PowerBox SRS
Receiver Batteries:	2 x Lion 7.4V 2500mAh
Retracts:	Down and Locked Gold Series for 1/2" struts
Brakes:	Intairco Electric Brakes
Retract and Turbine Batteries:	2 x NVO 7.4V 3700MAH 30C LiPo
Servos:	Hitec D645MW and HS645MG
Decals:	Dr Decal and Mr Hyde Premium Waterslide Decals
Finish:	Fibreglass cloth with West Systems resin, and Valspar automotive acrylic primer, top coat and clear

**Paul Van Tongren**



## Visit to a model enthusiast's workshop in Brisbane

By Norm Morrish

While helping a friend in Brisbane, I took a few hours to visit my friends, Dave and Aaron Garle who live near the Amberley airbase.

They have a huge model trailer and a huge two storey model storage shed and workshop.

They would have at least 150 mammoth models which includes Model Engines Constellation.

I am standing beside a half scale Fokker Triplane and I cannot see the top of the top wing.

It has a 400cc Moki radial in it.

All models are complete with servos, Rx and engines, some built here, and a lot purchased

They are also building a one fifth scale Vulcan Bomber plug in a shed at his mate's place nearby. It was an unbelievable visit.

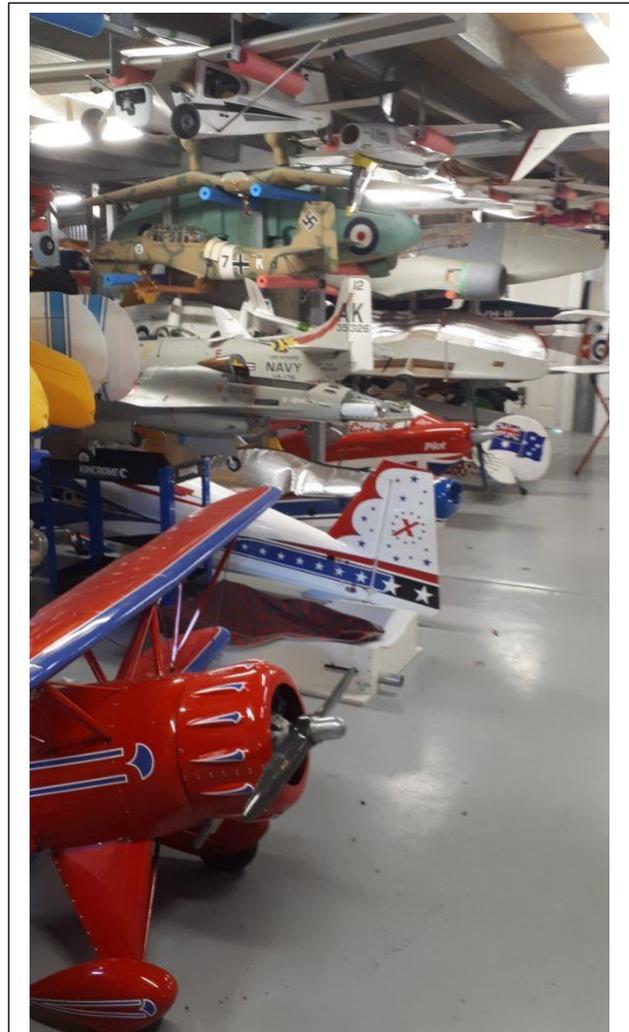
A few photos below



Looks like the Vulcan Bomber plug



Half scale Fokker Biplane, with the Moki 400cc radial



A mammoth collection of models

## FOR SALE

The aircraft is a yet to fly, 'Fun Fly' 40 size, powered by an OS FS-40 four stroke that has been converted to spark ignition - complete with original box; instructions; tappet feeler gauge; spanner etc. Now running on a cheap 50:1 mix of Premium petrol and Synthetic oil, it runs 'for ever' on a small fuel tank; 5 channel (Rudder, elevator, aileron, throttle and ignition) Spektrum receiver.

Also for sale:

A model flight box with motorbike starter battery; Electric starter; Mogas jar and pump; Priming pump; Spare props and various tools; Space for more tools, LiPo batteries or whatever;

A couple of noodle sticks with a novel model restraint (COVID project), holding the model with a tailwheel hook. Released by selecting right-rudder, allowing a restraining fork-end to slide off the end of the rudder horn.

COVID has put paid to the few years of model flying before my age-related reaction times caught up with me. It would be good to see this model get some flight time;

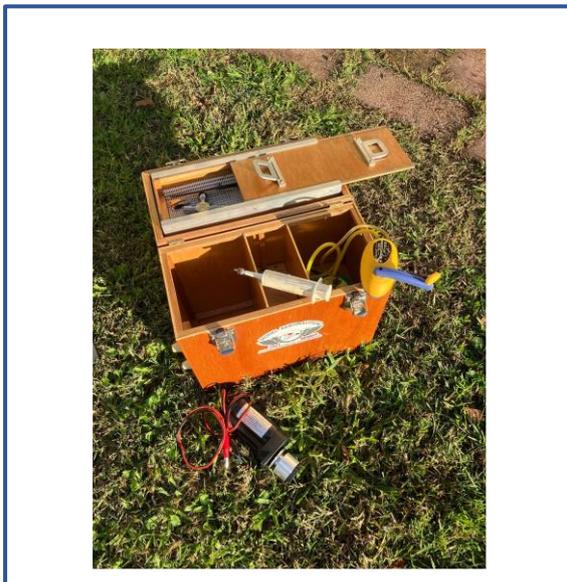
Best not separated as it forms a near-complete kit, only needing a transmitter and fuel.

For Sale: to a good home, a bargain at \$375.00

Also for sale:

Large size electric starter, similar but larger than the one shown in the 'flight box' ad. Unused and still in box: \$40.00 (less than half price).

Contact : Michael White [white\\_mj2000@yahoo.co.uk](mailto:white_mj2000@yahoo.co.uk)



## P&DARCS CALENDAR FOR 2022

### June

- 04 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)  
04 (Sat) 2:00 pm - 3:00 pm [Special General Meeting](#)  
23 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)  
25 (Sat) - 26 (Sun) [VMAA Trophy](#) Field Open: **No**

### July

- 02 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)  
21 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

### August

- 06 (Sat) 1:00 pm - 3:00 pm [Club Meeting & P&DARCS AGM](#)  
18 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

### September

- 03 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)  
22 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

### October

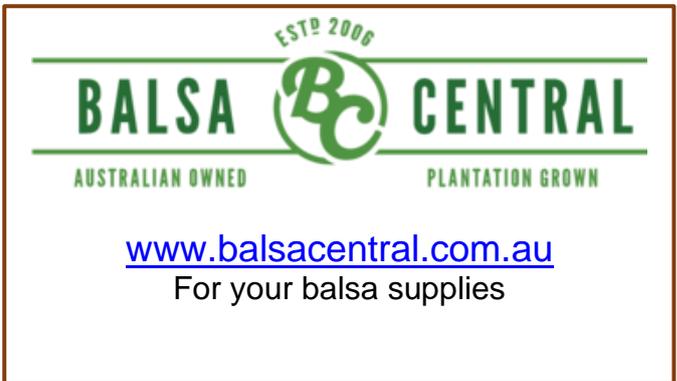
- 01 (Sat) 1:00 pm - 3:00 pm [Club Meeting & Coop AGM](#)  
20 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)  
22 (Sat) 10:00 am - 3:00 pm [Spring Clean Working Bee](#) Field Open: **No**

### November

- 01 (Tue) [Melbourne Cup Aero Tow](#)  
05 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)  
05 (Sat) 2:00 pm - 4:00 pm [Mini Working Bee for Rally](#) Field Open: **No**  
06 (Sun) [P&DARCS Scratch / Kit Built Scale Rally](#) Field Open: **No**  
17 (Thu) 7:30 pm - 9:30 pm [Committee Meeting](#)

### December

- 03 (Sat) 1:00 pm - 3:00 pm [Club Meeting](#)  
04 (Sun) [VPA Pattern](#) Field Open: **Partial**  
10 (Sat) 1:00 pm - 4:00 pm [Christmas BBQ](#)



**Next Club Meeting, Saturday 4<sup>th</sup> June, 1pm**