

Propwash

August 2009

From the President



The scale rally is almost upon us and it was good to see a reasonable turnout for the meeting last weekend as the main agenda was the scale rally and discussions of what work needs to be done in preparation for the event so if you happened not to be at the meeting please ask a committee member how you can assist the club with some sort of contribution with the number of working bee's that have been organised. After a telephone call from Rod Merridith he informed me that the field purchase is making some progress through council, thank you again for your effort with this project.

This being the case it will be soon time to spend some of the club funds that have been put aside and that being the case it becomes more important to have a successful scale meet and that always requires a big effort from all members.

The weather is a mixed bag at present but it didn't deter Woody and his Spruce Goose last weekend thanks to Scott for helping pick him and his plane up early on Sunday morning but I'm sure everyone is starting to anticipate the big day.

Personally I think we should encourage more events to be held at the field to utilise the facility some social and some competition events, Clint has put forward an IMAC event for the Australia Day long weekend which has been embraced unanimously by the members at the meeting, so I look forward to this event in the new year. Something to think about is that we should visit other clubs to encourage them to visit our club.



SWARMS Executive team prior to commencement of club meeting.

From The Editor:

Welcome to the August 09 edition of the Propwash news letter.

This edition's medical segment covers "Stroke" the signs and symptoms and how to assist someone who has experienced one of these very debilitating conditions, refer to page 9.

Unfortunately I will not be able to attend the Scale Model Flyin the weekend of 26th September, I have a daughter and two grandsons relocating from Karratha to Australind and I will be driving them down from there commencing on Saturday 26th.

I would appreciate any photos of the event and a scribe to write up a few lines about the weekends flying and social events (including any mishaps). Yes, I can see all the hands going up to take on this task but I am sure a lot of photos will be taken so please just get them to me for the next edition.

Remember !!

All items / photos can be Emailed to me when ever they occur so they can be included in the next edition of the newsletter

Address, ronwaller@bigpond.com

Dates to Remember

20th Sept	Club Busy bee
26th / 27th Sept	Scale Rally
October 24th	38 Antique State Titles comp
October 25th	Texaco State Championship

Sunday 19th July turned out to be a very pleasant morning for flying, however, only a couple of keen flyers took the opportunity to get a bit of air time this may have been due to the rugged weather during the week. Would have been ideal condition for float planes as there was quite a bit of water on and around the field

John took a head count for the sale his famous pies (No not Collingwood) and decided it was not worth lighting up the oven. As the morning progressed into lunch time Clint decided he would set up his own canteen and retrieved a gas stove and pan from his trailer and commenced cooking.

He produces some famous Italian sausages (So he indicated) which were certainly enjoyed by the few who were still at the field when they were cooked. This was a pleasant change and was appreciated by all.

He is seen here with the end product.



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Grahame was having a laugh after enjoying his morning flying, he came around on final approach to land his plane which was a perfect landing right into a large puddle of water that had covered a section of the east / west runway. No major problem and all proved to be fine after he ran the motor to expel any water that may have entered.

He changed planes and went for another flight, during this flight the wind changes direction and he was required to land from the other direction, you guessed it, he put the second plane in the large puddle of water at the other end of the strip. This proves that his flying is consistent and would have looked more spectacular if he had floats fitted to at least one of his planes.

If nothing else he went home with nice clean planes.

Despite the wet wintry condition we have experienced over the fast few weeks I found it to still be summer on the back beach in Bunbury on Wednesday 15th July as the sun sank down into the sea.



For those of you who have pilots sitting in your models the photo of the flying field pictured below is what they experience whilst you are throwing them around the sky. It is quite a picturesque sight for them if you are placidly flying your plane around, however, if they could talk there would be few of them that would say they are glad to get back down onto the runway after a flight.

Have you noticed that Clint does not have pilots positioned in any of his planes, why, I did hear that they had refused to ride with him while he was in charge of the radio. I have not witnessed him doing any docile flying, when ever he is aloft he is always going through the various disciplines for competition and prop hanging very competently. Does he enjoy his flying ? It is very obvious by the smile on his face when he returns his radio to the transmitter compound after a flight.



Bank Balance 1 July 2009

Balance as per Bank Statement			\$ 14,839.06
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Table 1

Bank Reconciliation Statement End of July 2009			
Balance as per Bank Statement		\$ 15,377.83	
Less Unpresented Cheque/s			
Total		\$ -	
Cash at Bank End of July 2009		\$ 15,377.83	

Table 2

Cash at Bank 1 July 2009		\$ 14,839.06	
Add Receipts July 2009		\$ 1,685.00	
Less Presented Cheques from Previous Months			
Total		\$ -	
Less Payments July 2009		\$ 1,146.23	
Cash at Bank End of July 2009 2008		\$ 15,377.83	

Monthly Outcome

Profit/Loss \$ 538.77

ASSETS			
	Commonwealth Bank Account		\$ 15,377.83
*	Building and Equipment		\$29,950.00
*	Fridge and Barbeque		\$1,785.00
	Generator		\$1,007.00

Note:
Above items have not been depreciated.

SEX AFTER DEATH

A couple made a deal that whomever died first would come back and inform the other of the afterlife.

Their biggest fear was that there was no after life. After a long life together, the husband was the first to die. True to his word, he made the first contact,

'Judy ...Judy!'

'Is that you, Steve?'

'Yes, I've come back like we agreed.'

'That's wonderful! What's it like?'

'Well, I get up in the morning, I have sex. I have Breakfast and then it's off to the golf course. I have sex again, bathe in the warm sun and then have sex a couple of more times. Then I have lunch (you'd be proud - lots of greens) another romp around the golf course, then pretty much have sex the rest of the afternoon. After supper, it's back to golf course again Then it's more sex until late at night. I catch some much needed sleep and then the next day it starts all over again.'

'Oh, Steve you surely must be in Heaven!'

'Not exactly... I'm a rabbit on a golf course in Port Macquarie

Ian Clapp arrived at the field with a couple of electric planes on Sunday 26th July for a quiet fly, however, a mechanical failure proved disastrous with one of them.

He set up a very attractive Bobcat which had been converted to electric which did fly very well in the early stages of the flight but did not respond to radio commands during a normal circuit. As a result the plane rolled over and went into a dive and did not respond to any movements on the sticks of the radio.

The end result can be seen in these photos after it was retrieved from the paddock adjacent to the entrance gate.



The two planes below are an addition to my hanger, both are 60 sized planes and will be complete ready for test flight in the very near future.

Cloud Dancer



Tiger 60



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Part of a flight attendant's arrival announcement:

"We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of US Airways"

It was good to see Woody turn up at the field on Sunday 12th July for a fly and put his Boomerang 60, with a 46 fitted, through it's paces and proved he still has the ability to maintain control.

After the morning session a couple of the boys went down to Dunsborough to have a look at the progress Woody has made to date on the "Spruce Goose" The attached photos give an indication of where it is externally not sure what still needs to be completed with the electrics.



Clint is a picture of concentration here.



The size of the wingspan can be seen here in comparison to Woody. Like the original plane and the only other model every build everyone is waiting in anticipation for it's maiden flight.

This will certainly be a clear flight line when this occurs as there has been no successful flight of the original plane or model so it will be an unknown.

I suspect that the pit area and adjacent field will be a buss with cameras, only hope that the electrical activity of these does not interfere with the radio equipment during the flight.

I Believe the wheels have been fitted for testing and fine tuning on dry land and for the initial test flight.



A big bodied plane with only a small cockpit and windows, it was certainly designed to carry a big payload.



Dave is silhouetted in the sunlight with the camera as Clint continues to make adjustments, not sure if Woody is aware of these.



Some photos of the Spruce Goose at the field on Sunday 16th August prior to some ground testing. The weather was not all that good for the trials but is broke enough for some taxi testing to be conducted.



The size of the beast can be seen here on the start line, as it casts a large shadow on the ground as the sun broke through.



The last of the eight OS 46 LA motors is started ready for a run down the strip.



THESE ARE ENTRIES TO A WASHINGTON POST COMPETITION ASKING FOR A TWO-LINE RHYME WITH THE MOST ROMANTIC FIRST LINE, AND THE LEAST ROMANTIC SECOND LINE:

1. My darling, my lover, my beautiful wife:
Marrying you has screwed up my life.
2. I see your face when I am dreaming.
That's why I always wake up screaming.
3. Kind, intelligent, loving and hot;
This describes everything you are not.
4. Love may be beautiful, love may be bliss,
But I only slept with you 'cause I was pissed.
5. I thought that I could love no other
-- that is until I met your brother.
6. Roses are red, violets are blue, sugar is sweet,
and so are you.
But the roses are wilting, the violets are dead,
the sugar bowl's empty and so is your head.
7. I want to feel your sweet embrace;
But don't take that paper bag off your face.
8. I love your smile, your face, and your eyes
Damn, I'm good at telling lies!
9. My love, you take my breath away.
What have you stepped in to smell this way?
10. My feelings for you no words can tell,
Except for maybe 'Go to hell.'
11. What inspired this amorous rhyme?
Two parts vodka, one part lime.

WHO SAID POETRY IS BORING



A mother passing by her son's bedroom was astonished to see the bed was nicely made, and everything was picked up. Then, she saw an envelope, propped up prominently on the pillow.

It was addressed, 'Mum' With the worst premonition, she opened the envelope and read the letter, with trembling hands.

'Dear, Mum.

It is with great regret and sorrow that I'm writing you. I had to elope with my new girlfriend, because I wanted to avoid a scene with Dad and you.

I've been finding real passion with Stacy, and she is so nice, but I knew you would not approve of her, because of all her piercings, tattoos, her tight Motorcycle clothes, and because she is so much older than I am.

But it's not only the passion, Mum. She's pregnant.

Stacy said that we will be very happy. She owns a trailer in the woods, and has a stack of firewood for the whole winter.

We share a dream of having many more children. Stacy has opened my eyes to the fact that marijuana doesn't really hurt anyone. We'll be growing it for ourselves, and trading it with the other people in the commune, for all the cocaine and ecstasy we want.

In the meantime, we'll pray that science will find a cure for AIDS, so Stacy can get better. She sure deserves it!!

Don't worry Mum, I'm 15, and I know how to take care of myself. Someday, I'm sure we'll be back to visit, so you can get to know your many grandchildren.

Love, your son, Nicholas.

"P.S. Mum, none of the above is true. I'm over at Jason's house. I just wanted to remind you that there are worse things in life than the school report that's on my bedside table"

I love you!

Call when it is safe for me to come home.

“NOTICE”

This Department requires no physical fitness program.

Everyone gets enough exercise jumping to conclusions, flying off the handle,

running down the boss,

knifing friends in the back,

dodging responsibilities

and pushing their luck

Grahame has been constructing a PT 19 which will be powered by a 46 motor when completed, here are a few photos of the progress to date. I have had these for a few weeks so would anticipate the project in well advanced or in fact completed by now. I guess that will have depended on how much leisure time he has had over the past few weeks.



August Edition Medical /First Aid Tips

ABOUT STROKE !!

A stroke occurs when an artery taking blood to the brain becomes blocked or bursts. As a result of a stroke, brain cells are damaged and functions controlled by that part of the brain are paralysed. Partial paralysis of the body or speech problems are common.

Signs and Symptoms.

- Weakness or numbness or paralysis of the face, arm or leg on either or both sides of the body.
- Difficulty in speaking or understanding.
- Dizziness, loss of balance or unexplained fall.
- Loss of vision, sudden blurred or decreased vision in one or both eyes.
- Headache, usually severe and abrupt onset or unexplained change in the pattern of headaches.
- Difficulty in swallowing.

A quick recognition acronym is **FAST**

Facial weakness

- Can the casualty smile?
- Has their mouth or eye drooped?

Arm weakness

- Can the casualty raise both arms?

Speech difficulty

- Can the casualty speak clearly / understand what you say?

Time to act fast

“Urgent Medical Aid.”

Management:

- Urgent Medical Aid
- Reassure the patient

If the patient is conscious:

- Ensure the airway is clear and open
- Support the head and shoulders on a pillow
- Maintain body temperature
- Wipe any secretions from the mouth

If patient is unconscious:

- Place into the recovery position
- Monitor airway and breathing.

Specific information needed:

- When did it happen.
- Was it sudden or slow onset.
- How did it effect the patient.
- Any relevant information provided by bystanders.

It is very important for these patients to be transported urgently to medical aid, medical intervention is necessary ASAP after the stroke in an effort to prevent any long term paralysis. It is important to determine the time of the stroke as the medication that works well with stroke patients must be administered with in **three** hours of the stroke occurring.

Be supportive of the patients emotionally, be aware a stroke patient may have full mental and hearing faculties but have paralysis to face and limbs.



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This is a nice bit of formation flying, would be interesting to see the domino effect if one of the pilots was to make an error of judgment during this maneuver.



Catch you when we fly into the next edition !!