

 **Propwash**  **ash**

*December 2009*

**From the President**



Reflecting back on yet another year in the modeling world and the highlights of the club during the past 12 months and this brings the Scale Rally to the top of the achievements.

This event far exceeded expectations with not only a very high number of enthusiastic modelers but it created a large degree of public interest on both days of the rally. Thank you to Woody & Rowdy for their display and flying of the "Spruce Goose", this particular model has created a lot of public interest since it's maiden flight at the field in September.

Thank you to all the members who contributed towards this very successful weekend and trust that we can make it even bigger and better next year.

A large number of new models have also been test flown at the field over this period, some successful flights and some not so successful, but that's what flying models is all about. I think that we can look forward to more challenges in the next twelve months both on the ground and in the air.



On behalf of the committee I would like to wish all members and their families a very Merry Christmas and a prosperous New Year and look forward to working and flying together in 2010.

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*Merry  
Christmas*



**Notice In an office:** Would the person who took the stepladder yesterday please bring it back or further steps will be taken.

**From The Editor:**

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

This edition's medical segment covers **"Fractures, Strains, Sprains & Dislocations"** the signs and symptoms and how to assist.

It's good to finally see a bit of fine weather for a change which makes flying a little bit more enjoyable, however, along with the fine weather comes the wind and when the wind drops off along come the flies and when the flies go it's back to wet weather again.

These are just a few of the challenges in our sport with out even getting a plane out of the car.

Your gotta love it !!

I would like to wish all members and their families a safe and happy Christmas and trust that you have been good during the year and that you are rewarded appropriately for you efforts, All the best for 2010.

**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**

<b>19th December 5 PM</b>	<b>Club Christmas BBQ at the field</b>
<b>24th December</b>	<b>Too late to order new plane for Xmas now</b>
<b>25th December</b>	<b>Eat / Drink &amp; be merry</b>

Some action photos of the busy bee weekend prior to the very successful Scale Rally.

The whipper snipers were active around the areas that could not be reached by the mower, Brad in action.



Wish I could go for a fly now Ron



Dave was assigned to the wood heap for the day, he looks like he is enjoying it.



Clint looking for the bit he missed, the field looked a picture when mowing was completed.



The president was designated to latrine duty for the day



Some concern was raised about being able to cater for the anticipated crowds with toilet facilities so an outside toilet was designed in the event of over crowding pictured here. Not quiet sure what the axe was for though.



**SOUTH WEST ASSOCIATED RADIO MODEL SOCIETY (SWARMS)**

**Treasurers Report for the Month of October 2009**

We have had a Profit this month off \$281.43

**INCOME SUMMARY**

fees		
Canteen profits		\$610
	Total	\$610

**EXPENSE SUMMARY**

South West Septic		\$264
Mower repairs		\$34.27
Tent peg/ice		\$30.30
	Total	\$328.57

**Monthly Outcome**

**Profit/Loss**    \$281.43

<b>ASSETS</b>			
	Commonwealth Bank Account		\$ 14,259.33
*	Building and Equipment		\$29,950.00
*	Fridge and Barbeque		\$1,785.00
	Generator		\$1,007.00

Note:  
Above items have not been depreciated.

Father and Daughter seen here discussing tactics on the day, not really sure what task to take on.



That was a great idea of yours Brianna, watching Grahame work



The Green's in action inside the club rooms, Brenda relaxes on her mop after instructing Dennis on how to clean the bits he had missed earlier.



Success:

- At age 4 success is . . . Not piddling in your pants.
  - At age 12 success is . . .Having friends.
  - At age 17 success is . . .Having a driver's license.
  - At age 35 success is . . .Having money.
  - At age 50 success is . . .Having money..
  - At age 70 success is . . .Having a drivers license.
  - At age 75 success is . . .Having friends.
  - At age 80 success is . . .Not piddling in your pants
- %%%%%%%%%

Welcoming / Training new members

It is good to see a few more new potential members attending the Sunday morning flying sessions and I would encourage existing members to welcome them to the club with open arms. Please talk to them about your interest in the sport, the type of planes you have and fly and discuss your flying techniques with them if questioned.

What I would request is that you refrain from telling them how to fly, everyone has their own particular way of flying and that is all well and good if that is what suits your style of flying, however, this may not be the way the trainers teach them when they take their first lesson in the air.

I would request that if these people are interested and would like to go for a training flight that they are directed to either Scott or Ron for a flight briefing prior to take off, there is documentation available in the club rooms that is discussed with the trainee relating to the Club Bylaws, MAAA guide lines and AWA guide lines, photo of the field layout showing the no fly zone and a very informative document relating to model flying.

If all new members are exposed to this introduction prior to their maiden flight it will ensure that all the safety aspects of the sport are discussed and understood which will contribute to making it a safer sport for all.



Old Timers Duration Event

It was an interesting morning at the field on Sunday 25th, the Old Timers duration event. Several fliers from Perth came down to enjoy the South West conditions only to be disappointed by the strong winds that persisted over the two days.

The Saturday event had to be cancelled due to weather conditions so very little flying took place on that day, however, Sunday was a more pleasant day but for a very constant stiffer easterly breeze. This was planned to be a duration event so the participant had retrieved their planes for cars and trailers and sat in the club house waiting for a break in the wind.

This did not occur so at 1000 hrs the decision was made to conduct the event which proved to be a very interesting competition as the morning unfolded. I did not get the names of any of the flyers so I will refer to one particular flyer as Mr X, I was told that he had taken the Friday off work to complete his plane for the event and it looked very nice on the flight line prior to the start.

With this competition being a duration event only 10ml of fuel was permitted in the tank prior to heading skywards to see how long they could stay aloft after the fuel ran out. With the strong wind pushing against the light planes very few of them progress forwards during their flight, it was real skill to get the plane to rock against the wind as they were flown more like a kite. After the motor had ceased to function these plane were located directly overhead and a long way up in the air.

Several maximum scores were registered during the morning, that is a flight in excess of ten minutes duration from leaving the runway to landing within a designated area. Back to Mr X, his first flight was in progress and may have been around 100ft off the ground as one of the other participants took off coming up underneath him. Unfortunately the second plane made contact with Mr X removing one side of his elevator which slowly floated to the ground. Both planes were able to land without mishap.

Mumble grumble as Mr X went to his car to retrieve a second plane, assembled it and placed it on the flight line in readiness for his second flight. He walked down to another competitor on the flight line to assist with timing his flight as two other participants started up for their flight. When the motor was started they stood back ready for take off when the tail made contact with their flight box sitting on the start line.

This caused the plane to turn sharply to the left, did you guess it ??, yes the spinning prop cut through the right wing of Mr X's second plane that had not yet been flown. Do you think he might have been just a little bit crabby now ??, No !!, because he was not aware of what had happened as he was still timing for the other competitor in the event.

When he finished timing and walked towards his own plane he observed two pilots vigorously taping up the damaged wing and now he was not happy, but all turned out well for him. After the repairs were completed he was able to get up in the sky without any further incidents, as all the others had completed their three flights by this stage and he scored a couple of maximum flights. He came out the winner of the event much to his surprise and he left the field for his drive home a very happy flyer.

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Getting started ready for a drift around in the strong wind.



This particular plane flew very well, at one stage during a flight it was almost out of site directly above the flight



An unusual event occurred at the field recently, whilst flying my Tiger 60 around the sky I heard a dull thud but did not notice anything unusual with the plane and then Dave Holt walked out onto the flight line and advised me that I had hit a bird as I flew past the pits, it had fallen out of the sky adjacent to where he was located.

After landing I was confronted with a dead swallow who had come off worst for wear after the collision. I checked the plane and there was no evidence as to where the contact occurred and the damage to the bird indicated that he had not contacted the propeller. Bird is pictured here after the dog fight. (Oops bird / plane fight)



After several unsuccessful attempts to resuscitate the bird it was pronounced dead at 1121 hrs.



**The Four Stages Of Life:**

- 1) You believe in Santa Claus.
- 2) You don't believe in Santa Claus.
- 3) You are Santa Claus.
- 4) You look like Santa Claus.

Anthony had a plane that looked like this until it caught on fire during a routine radio range check prior to a maiden flight. It was sitting on the taxi way when smoke started to pour out of many places, it was found that the speed controller failed causing excessive heat. Quick action averted a disaster with what looked like minor damage being sustained to the fuselage



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**Mothers in therapy...**

A psychiatrist was conducting a group therapy session with five young mothers and their small children.

'You all have obsessions,' he observed. To the first mother, Mary, he said, 'You are obsessed with eating. You've even named your daughter Candy.'

He turned to the second Mum, Ann: 'Your obsession is with money. It manifests itself in your children's names, Penny, Goldie and Frank.'

He turned to the third Mum, Joyce: 'Your obsession is alcohol. This too shows itself in your children's names: Brandy and Sherry. You even called the cat, "Whisky"'

He then turned to the fourth Mum June: "Your obsession is with flowers. Your girls are called Rose, Daphne & Poppy.

At this point, the fifth mother, Kathy, quietly got up, took her little boy by the hand and whispered, 'Come on, Dick, this guy has no idea what he's talking about.

Let's go pick up Fanny and Willy and go home.'





The next weekend he arrived with this Texan and “Yes” it did fly well. Third plane lucky.



New edition to Bernie’s hanger, this Space Walker has recently been test flown and apart from a few motor problems it flew very well. Several additional flight have been conducted all with the same result, dead stick landings. I think Bernie is just perfecting these landings.



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**SWARMS BBQ Saturday 19th Dec at 5.00pm**

Club is supplying meat, BYO Drinks, and a salad/sweets/dish of sort if possible,

RSVP to John K or Scott, or write name on list on notice-board in clubhouse.

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What’s the difference between a dry cleaner and a Lawyer ?

The cleaner pays if he loses yours suit. The Lawyer can lose your suit and still take you to the cleaners.

Ian Humphryson arrived with two well presented planes over the past couple of weeks only to experience some motor problems during take off with this one on its maiden flight, the fuel filler plug came out causing the fuel system to loose pressure and motor stalled. Some wing and retract damage resulted.



This one did not appear to not want to fly at all, Ian experienced some difficulty controlling the nose wheel activity on the ground so made some minor adjustments. Then a second attempt to take off was made, this too was unsuccessful as the plane taxied it did not want to lift off and came to rest in the long grass at the end of the strip. On investigation it appeared that there was far too much down thrust on the motor not allowing the plane to lift off the runway, tests will be conducted. Bent nose wheel strut was the only damage sustained here.



An elderly couple were having a meal and the gentleman asked the lady to marry him, she said she would.

Next morning he rang the lady, apologised but confessed to her he could not remember if she said “Yes” or “No”

She said “Not to worry, she could not remember who asked her”.

*This story is with the compliments of Scott relating to his recent trip to Victoria for a fly.*

I flew out early Friday morning via Adelaide to Melbourne and ended up arriving about 2.30pm. Daniel Mendoza picked me up with car loaded with aeroplanes and off the one of the Melbourne clubs we went to have some practice flying other peoples planes! Daniel and Phil lined three up for me to have a fly of and to pick which one I wanted to use...felt like royalty, they even fueled up and started and landed them for me.

The local club "MARCS" was in an unusual location (on state reserved, environmentally protected "grass lands") has been so for many years, but is now surrounded, right up to the boundry with industrial buildings, roads and the freeway.

They have had the odd mishap with aircraft landing on roofs of buildings, and even on one of the surrounding busy roads. And big planes too in the 30 ~ 40% size!

We got a few hours practice in before dark, lucky (in my view) buggers have daylight saving. Next day we headed off early to the VMAA state field near Darraweit Guim about 40mins from Melbourne city.

They had a good crowd on the Saturday, about 30 pilots in the event, and it was HOT and I got sunburnt. They had already had two or three days of good weather and couldn't believe there luck. Apparently rare for Melbourne.

Was a great day, with some excellent flying, a nice field and club rooms. I was placing around middle of the pack.

Daniel (who plane I was flying) unfortunately damaged an elevator on the first landing, so the remaining rounds where flown with Phil's not so setup for IMAC backup plane. Another 35% Yak with DL-111 of course.

A group from Tates hobbies and a bunch of other locals (and a few from Broken hill) put on a 3D display at lunch, 4 or 5 in the air at a time, smoke trails insane low aerobatics everywhere, sometimes you just couldn't watch! Quite a few grazed rudders by the end of the session.

Sunday was a different story, it was now very very very bloody cold, and very very very windy, with gusts around 40~50km/hr. I finally learnt what everyone was on about regarding Melbourne weather, even the locals where hiding in the clubrooms out of the weather. Sunburnt Saturday, and frozen on Sunday.

After some deliberation about the poor weather, we flew the unknown rounds (Just) then the rest of the rounds where cancelled due to the poor weather.

Presentations done, and now with spare time I was taken for a tour of the Melbourne sites. Very hospital club and an enjoyable weekend.

After adding another couple of club visits tour, I still think were lucky to have the setup we do at SWARMS.....one of the best around.

Thank you for the story and pics Scott

*The line up of planes ready for a fly*



*Crowd was not like SWARMS Scale rally !!*



**FOR SALE**

Ron Cumbers - Selling his RC gear, no longer able to fly; New Boomerang 60 and a OS 61X with prop still in the box.

Travel air low wing nearly built with a OS 40LA with a rebuilt carby.

Swallow charger, Heat seal iron and a field box with fuel pump, starter, 6 volt gell cell battery, and a JR 2610 radio. Contact Ron on PH 97 971957 and make an offer for all or any of these items.

Dave Pointon also has two planes in the shed at the field that are for sale a Pitts Bi-Plane and an Extra 46 size talk to Dave if you are interested in either of these.

One of the misfortunes of flying radio controlled model planes. **From this !!**



**To this in a matter of seconds.**



CASA Investigation found I had **not** loctited one of the aileron servo horn screws (metal gear servo) the screw was just hanging in by a few threads, and the servo arm had come off the servo and relocated and jammed into full aileron deflection (high rate ~ 45 degree) which is why i could not get it to stop rolling.

Funny how you think what happened (ie radio/battery failure) can be very different from the actual cause....in this case not hardware, or pilot error....but builder error (who just happens to be the pilot)

One 2.6mm screw caused the crash

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***Dog on a Plane***

A man had just settled into his seat next to the window on the plane when another man sits down in the aisle seat and puts his black Labrador in the middle seat next to the man. The first man looks very quizzically at the dog and asks why the dog is allowed on the plane ?

The second man explains that he is a Drug Enforcement Agency officer and the dog is a 'Sniffer dog'. 'His name is Smithy and he's the best there is.

'I'll show you once we get airborne, when I put him to work.' The plane takes off, and once it has levelled out, the agent says: Watch this.'

He tells Smithy to 'search'. Smithy jumps down, walks along the aisle, and finally sits very purposefully next to a woman for several seconds Smithy then returns to his seat and puts one paw on the agent's arm.

The agent says, 'Good boy', and he turns to the man and says:'That woman is in possession of marijuana, so I'm making a note of her seat number and the authorities will apprehend her when we land.'

'Say, that's pretty neat,' replies the first man. Once again, the agent sends Smithy to search the aisles. The Lab sniffs about, sits down beside a man for a few seconds, returns to his seat and this time, he places TWO paws on the agent's arm.

The agent says, 'That man is carrying cocaine, so again, I'm making note of his seat number for the police.' 'I like it!' says his seat mate.

The agent then tells Smithy to 'search' again. Smithy walks up and down the aisles for a little while, sits down for a moment and then comes racing back to the agent, jumps into the middle seat and proceeds to poop all over the place.

The first man is really amazed out by this behaviour and can't figure out how or why a well-trained dog would behave like this, so he asks the agent 'What's going on?' The agent nervously replies,

***'He just found a bomb!'***

*Interesting article on WD 40 and its uses*

A lady got up very early one morning and went outside to pick up the Sunday paper, she noticed someone had sprayed red paint all around the sides of the neighbors brand new beige truck. She went over and woke him up and gave him the bad news. He was, of course extremely upset.

And they stood there trying to figure out what could be done about the problem.. They decided there wasn't much recourse but to wait until Monday, since nothing was open. Just then another neighbor came out of his house, surveyed the situation and immediately went to get his WD-40 out and cleaned the red paint off with it. Guess What! It cleaned up that paint without harming the original paint on the truck! I'm impressed!!

Water Displacement #40. The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company..

Its name comes from the project that was to find a 'water displacement' compound. They were successful with the fortieth formulation, thus WD-40. The Corvair Company bought it in bulk to protect their atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you... IT IS MADE FROM FISH OIL. When you read the "shower door" part, try it. It 's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It is a miracle! Then try it on your stove top... It is now shinier than it has ever been before .

***WD 40 is also good for the following applications:***

- 1) Protects silver from tarnishing.
- 2) Removes road tar and grime from cars.
- 3) Cleans and lubricates guitar strings.
- 4) Keeps flies off cows.
- 5) Restores and cleans chalkboards.
- 6) Removes lipstick stains.
- 7) Loosens stubborn zippers.
- 8) Untangles jewellery chains.
- 9) Removes stains from stainless steel sinks.
- 10) Removes dirt and grime from the barbecue grill.
- 11) Keeps ceramic/terracotta garden pots from oxidizing.
- 12) Removes tomato stains from clothing..
- 13) Keeps glass shower doors free of water spots.
- 14) Camouflages scratches in ceramic and marble floors.
- 15) Keeps scissors working smoothly.

16) Lubricates noisy door hinges on vehicles and doors in homes

17) It removes black scuff marks from the kitchen floor! Open some windows if you have a lot of marks.

18) Bug guts will eat away the finish on your car, removed quickly, with WD-40!

19) Gives a children's play gym slide a shine for a super fast slide.

20) Lubricates gear shift on lawn mowers.

21) Rids kids rocking chairs and swings of squeaky noises.

22) Lubricates tracks in sticking home windows and makes them easier to open.

23) Spraying an umbrella stem makes it easier to open and close.

24) Restores and cleans padded leather dashboards in vehicles, well as vinyl bumpers.

25) Restores and cleans roof racks on vehicles.

26) Lubricates and stops squeaks in electric fans.

27) Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.

28) Lubricates fan belts on washers and dryers and keeps them running smoothly.

29) Keeps rust from forming on saws and saw blades, and other tools.

30) Removes splattered grease on stove.

31) Keeps bathroom mirror from fogging.

32) Lubricates prosthetic limbs.

33) Keeps pigeons off the balcony (they hate the smell).

34) Removes all traces of duct tape.

35) Folks even spray it on their arms, hands, and knees to relieve arthritis pain

36) Florida 's favorites use 'Cleans and removes love bugs from grills and bumpers.'

37) Protects the Statue of Liberty from the elements.

38) WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time.

39) Ant bites. It takes the sting away immediately and stops the itch.

40) WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.

41) If you've washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and presto the lipstick is gone!

42) If you spray WD-40 on the distributor cap, it will displace the moisture and allow the car to start.

Keep a can of WD-40 in your kitchen cabinet. It is good for oven burns or any other type of burn. It takes the burned feeling away and heals with NO scarring. Remember, the basic ingredient is

**\*FISH OIL\***

**December Edition Medical /First Aid Tips.**

**Fractures, Strains, Sprains & Dislocations.**

These conditions all present with similar signs and symptoms so it is important to ask the patient what activity they were performing prior to the onset of their pain.

**Strains:** usually occur to muscles so any physical activity ie, running lifting pushing pulling etc can cause a strain, these are usually located in the back or midway between joints.

**Sprains:** usually occur at a socket joint caused by over exertion of the joint causing it to come partially out of the socket causing soft tissue damage and stretching of the cartilage and ligaments.

**Dislocations:** occur to socket joints ie, shoulder, elbow, wrist, fingers and ankle, the knee and the hip can also be dislocated however it is not a common dislocation. This is when the joint has come out of the socket and not able to go back in.

**Fractures:** occur as a result of direct contact ie, fall against something or something falls on the patient or indirect contact where the patient falls and exerts pressure on a bone away from the point of contact, the collarbone is the most common with this type of fracture.

Treatment for soft tissue injuries and dislocations:

**R.I.C.E.** procedure

**Rest**

**Ice**

**Compression**

**Elevation**

When applying ice to an injury always wrap it in a cloth first and ensure that it is applied for 15 no longer than 20 minutes at any application, it should be reapplied every two hours.

Immobilise dislocations in the position they are found in and transport the patient to medical aid, do not attempt to reduce the dislocation.

**Fracture Types:**

Closed / Open / Complicated

Signs & Symptoms of all of these injuries:

- Pain at or near the site.
- Difficulty or impossible to move limb.
- Loss of power.
- Deformity or abnormal mobility
- Tenderness.
- Swelling.
- Discoloration and bruising.

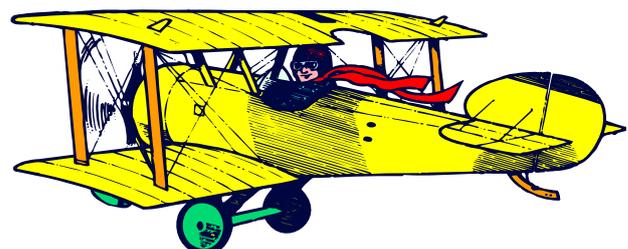
Fracture management:

This treatment occurs after care of the unconscious patient and the control of bleeding has been addressed, open fractures must have the bleed controlled prior to focusing on the fracture.

Rest and reassure the patient, handle patient gently, aim is to immobilise in the most comfortable position for the patient with padding, splints and slings.

No patient is at risk of dying for any of these injuries, however they will experience some degree of shock, it is important to monitor the patient to ensure that the condition does not deteriorate and to be able to manage them if they were to go unconscious.

Fractures of lower limbs should be transported to medical aid via an ambulance, this is not a life threatening condition but more serious injury may occur if the fracture is not stable and the patient is moved incorrectly.



**Catch you when we fly into the next edition in 2010!!**