

# Propwash

*March 2009*

## **From the President**



Grahame has no issues or concerns this edition so I thought I would list a few club By-Laws as refresher material:

**#1** Under no circumstances shall a person switch on a radio transmitter without first ensuring that the appropriate frequency in the Frequency Key Board is clear and they have inserted a Frequency Key in the Frequency Board. On completion of their flight the Frequency Key must be removed from the board by the pilot after ensuring that they have turned off their transmitter.

**#2** All modelers using SWARMS field shall be either financial members, guests of members and/or visitors and have current public liability insurance through club member.

**#3** All visitors who fly at the SWARMS flying site shall enter their name and address and date into the visitors book.

**#4** No member shall fly or operate equipment which is faulty, in need of repair and/or not checked prior to flying.

**#5** All flying activities shall comply with CASR 101.

**#6** Aircraft shall not be taxied in the pits and shall not take off from the taxiways.

**#7** During landings and take off flying towards and over the pits shall be avoided at all times. Pilots whilst flying shall stand in the designated flying box.

There are 24 By-Laws more next edition.

The SWARMS club have been asked to put on a static display at the Busselton Air Show to be conducted on Sunday April 19th at Busselton Airport. Any member who would like to be involved by placing their model aircrafts on display or to participate in any way please contact Ron Waller at the field or on 97972393 or Email to address below.

## **From The Editor:**

Welcome to the March 09 edition of the Propwash news letter. We are almost a quarter of the way through 09 and still the winds blow, however, I have been told that it will improve over the next couple of months.

There have been only a couple of flying days that could have been considered as pleasant to fly but it does give you plenty of practice flying in all conditions.

Interesting story on pages 6-7 of this edition relating to the "Spruce Goose" real aircraft that did not fly for very long and this leads into a story on page 8 of one of our own members Robin "Woody" Woodhead who is building a replica model of this aircraft.



## **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

### *Dates to Remember*

<i>April 4th</i>	<i>Combat comp</i>
<i>April 19th</i>	<i>Busselton air show</i>
<i>October 25th</i>	<i>38 Antique competition</i>



*:Pics from the Rotary Kids Fair.*

On Sunday the 15th February the SWARMS club was asked to put on a static display at the annual “Rotary Kids Fair” and several members responded to assist. This was an ideal day for flying and none of the planes on display left the ground apart from the transport to and from the fair ground.

The event was well supported by the general public and we received a lot of interest and enquiries as a result of the display and hopefully we have generated enough interest in these people to become new members and getting involved with model flying.

There appeared to a lot more interest show by mums with children than dads, maybe the dads realized that mum might not support their addiction to flying long term.

Some photos of the variety of planes on display at the event on the day, we were positioned adjacent to the animal farm exhibition and several times we had to remove the goats from the our location to ensure they did not start chewing the planes. It was interesting during the discussions to hear the number of people comment that they had no idea that the club existed or that the models were actually available in this size. We had no 40% models on display during the day.



Not only was this event focused on model planes It also involved model trains, I was impressed by the variety of working models and the number of different models circulating with the paying passengers in carriages riding them around, these ranged from diesel type to a variety of steam driven locos.

A number of these enthusiasts are based in Perth and come down on weekends and special occasions to display their models, apparently they don't have these facilities available on this scale in Perth.

*Some of the 14 planes on display*



John had a problem with some undisciplined kids touching and poking planes to the stage where he needed a strong coffee, it was a good thing that he does not smoke or we would have had a real smoke haze around the display all day.

**Treasurers Report for the Month of January 09**

We had a profit in January of \$132, so for year to date for 2008-09 we have run at a net profit of \$517.51

Cash at hand at end of December was \$12426.68

**Monthly Outcome**

**Profit** \$132

ASSETS			
	Commonwealth Bank Account		\$12,426.68
*	Building and Equipment		\$ 29,950.00
*	Fridge and Barbeque		\$ 1,785.00
	Generator		\$ 1,007.00

**CANTEEN REPORT SUMMARY**

Float		\$100.00
Income		\$958.75
Total credit		\$1058.75
Payments		\$760.10
	Total	\$298.65
less float		-\$100.00
Bankings		\$198.65

**Yearly balance to date**

Profit / loss to date \$390.70  
 Profit / loss this month \$198.65  
**Balance to date \$589.35**



This letter was recently received from Dardanup Aeromodellers Society (Inc).

Dear SWARMS members

Dardanup Aeromodellers Society (Inc) would like to extend an invitation to all SWARMS members to feel free to fly at our site as a guest of our club. There may be times when your field is in use for a competition or perhaps you would just like a change of scenery for the day, then drop in and have a fly. We don't have a big setup as yet, although we are still developing the site. So drop in, say hello and have a fly. We will more than welcome you.

We look forward to seeing you some time.

Yours Faithfully

Larry Allen—Secretary / Instructor

Dardanup Aeromodellers Society (Inc)

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**Oh What a Feeling !!**

The Cub finally had it's maiden flight on Sunday 1st March, this was it's third trip to the field and due to windy conditions each time I did not take it up, however, I was sure it was not coming home with out gracing the skies on this occasion. Around eighteen months work on & off to complete the task and it was a great feeling to see it actually fly and to return to the strip with out any mishaps, only minor timing was required to complete the successful flight.

Now onto the next project.



Yesterday I answered a knock on the door, only to be confronted by a well-dressed young man carrying a vacuum cleaner.

'Good morning,' said the young man. 'If I could take a couple of minutes of your time, I would like to demonstrate the very latest in high-powered vacuum cleaners.'

'Go away!' I said. 'I haven't got any money!', 'I'm broke!' and proceeded to close the door.

Quick as a flash, the young man wedged his foot in the door and pushed wide open. 'Don't be too hasty!' he said. 'Not until you have at least seen my demonstration.' And with that, he emptied a bucket of horse manure onto my hallway carpet.

'If this vacuum cleaner does not remove all traces of this horse manure from your carpet, Madam, I will personally eat the remainder.'

I stepped back and said, 'Well I hope you've got a good appetite, because they cut off my electricity this morning.'

**What part of 'broke' do you *not understand*?**

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Paddy met Mick in the street and Mick said: 'Paddy will you draw your bedroom curtains before making love to your wife in the future?'

'Why?' Paddy asked.

'Because' said Mick 'all the street was laughing when they saw you making love yesterday'

Mick said. 'Silly buggers ! - the laughs on them.'

***I wasn't home yesterday. !!'***

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A man boarded a plane with 6 kids. After they got settled into their seats a woman sitting across the aisle from him leaned over to him and asked,

“Are all of those kids yours?”

He replied, 'No.

I work for a condom company. These are customer complaints. '

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A wife asked her husband: 'What do you like most in me, my pretty face or my sexy body?'

He looked at her from head to toe and replied: 'Your sense of humour!'







Story of the mammoth model of Howard Hughes, HK-1 Hercules took to the air in 1999.

Marvin Lewis first laid eyes on Howard Hughes "Spruce Goose" in about 1989 when the mammoth aircraft was on display alongside the Queen Mary in Long Beach California. The original HK-1 Hercules flying boat is the largest aircraft ever built, with a wing span 20 feet longer than a football field. The Spruce Goose flew only once and then for less than 10 seconds—a fact not lost by the club members charged with getting Lewis' model into the air.

The original was built almost entirely of wood, mostly birch plywood as well as spruce and balsa with fabric surfaces. It's detractors dubbed it the "flying lumberyard" which reporters took to calling "Spruce Goose" it had a wing span 320 feet and the tail towers 50 feet high and each of it's eight propellers measure 17 feet from tip to tip. Marvin Lewis' son said that when his Father seen it he was blown away and returned home to Colorado with plastic models of the giant plane. Studying these he began to create a set of plans for his own model, one he hoped would one day fly. On a pool table inside Marvin's Gardens, his bar and restaurant in the mountain hamlet of Netherlands Marv's Spruce Goose began taking shape.

Marv Lewis communicated with staffers at the museum that housed the Goose and with Chuck Jucker, Hughes' crew chief on the original Gooses 1947 test flight. Jucker's widow later gave Marv a commemorative test flight jacket and Marv's widow Eileen Lewis wore it on the day Marv's model was launched. Eileen recalled that Jucker had offered to held prepare the model for flight but he died of cancer in 1994. By that time, Marv had spent four years putting every spare minute into the project, but he mostly set it aside after Juckers death.

In 1996 after 18 years behind the bar Marv sold his business and retired. The family, skeletal Spruce Goose in tow returned to their hometown Hebron, Neb. Marv built a big workshop in the garage where he planned to complete the model, but he just didn't get the chance Marvin Lewis died of a heart attach in March 1997, just seven months after retiring. He was aged 65 years.

In the workshop the Goose collected dust but back in Colorado plans were hatching to rescue her. The model had caught the attention of members of the Boulder modeling club who sometimes stopped by at Marvin's Gardens for a burger and a beer. When club members read the obituary notice for Marv Lewis they wondered what was going to happen to the old girl so they contacted the family. A meeting was convened with the family and it was made very clear that there was no guarantee the Goose would ever fly and that it might crash if they tried it.

"I told them there were two kinds of model airplanes—those that have crashed and those that are going to crash" The family decided to let the club go ahead with the project. In May 1998 club members headed to Hebron to collect the model, it was mind blowing for some seeing it for the first time, the model had a wingspan of 12 feet 8 inches and Wickstrom reckoned it was 80% done and about 50% to go. They hauled the dissembled Goose back to Boulder on a trailer.

Eight club members worked one afternoon a week for a year to finish the plane. They made some improvements on Marv's work, made the Goose lighter, replaced the motors with newer models and improved the controls. Finally on a clear Saturday morning May 22nd 1999 Croft was ready to pilot her using a computerized remote control tuned especially for the flight. Standing in front of the crowd that had gathered were members of Marv's family who worn T-shirts bearing pictures on Marv and his Goose emblazoned with the slogan "A Man and his Dream: in memory of Marv Lewis.

One of the onlookers had a special interest in the test flight, Gus Seidel 90 worked in the plant where Hughes constructed the original Goose and he witnessed the original test flight 51 years earlier. On that day a crowd of curious bystanders lined Long Beach Harbor, expecting to see the giant flying boat taxi across the water but not actually fly. Hughes surprised them by lifting the Goose off the water for a one mile flight. The ship was in the air for less than a minute and reached an altitude of 70 feet, but by then the giant plane's time was already over.

Having proved his Goose would fly, and knowing the market for such a unique craft had long since passed, Hughes mothballed the plane. The Goose remained out of public view for 33 years, Hughes stated to a Senate investigation just prior to the flight that if it was a failure he would probably leave the country and never come back. Five decades later Steve Croft echoed Hughes's sentiments, "I'm packing my bags and moving to Australia if this model doesn't get off the water"

Before the team tightened the four bolts that fasten the wings to the fuselage Cindy Lewis kissed a small pouch holding some of her Father's ashes and team members places them into the Pilots cabin. The team fired up the engines one at a time and Croft listened intently, focused on the pitch of each one. Then they were started all at once sounding something like a swarm of bees, that's all eight they are all running a crew member shouted. At 1051 am three club members, one each on a wing tip and the other on the tail lifted the model off the sawhorses and set it down in the water.

On Croft's electronic signal she headed out to open water, but as she began taxiing out several of her engines stalled. After three false starts Croft ordered the dripping ship be placed back on the sawhorses. The crew refueled her and decided she needed more warm-up time, "they're just temperamental critters" that's all. A few minutes later Croft gave the thumbs up sign and the plane was heading for open water. Croft ran her through two circles confirming his control with water spraying behind the racing propellers.

On the first attempt to take off one of the wing floats caught the water and threw the model into a spin, Croft quickly recovered placed her in take off position and once more gunned the engines "Come on Marv Up you go" but it did not happen. Croft repositioned the craft sending her at full throttle further out into the lake, she bounced three times on small waves catching inches of air time each time then a fourth wave catapulted her into the sky. A cheer when up from the crowd as she began to climb then turned to dismay "Oh".

Instead of making a graceful climb the model followed it's nose almost straight up into a stall about 40 feet above the water her silhouette was suspended for an instant against the morning sky, then she banked and dived back towards the water. She hit the surface hard but remained floating upright, the flight had lasted all of 10 seconds, to scale Marv's Goose was airborne longer than Hughes's original version.

A cheer arose from the crowd again, Marv and his Goose had flown, two of Marv's granddaughters gave Croft a hug and said "Well he went airborne in his airplane". Croft had hoped to bring her round for a graceful pass before the family and crowd . As a barge towed the Goose back to the beach Croft lamented "I didn't have the control I needed to fly it". The model sustained only minor damage a crack in the hull, some ripped fabric on the wing and a few loose parts but it survived the day. It was found a one pound weight had shifted aft making her tail heavy.

Like the flying boat she was built to commemorate, Marv's Spruce Goose will never fly again. Club members made the necessary repairs and removed the engines and radio controls to prepare for display at the Wings Over the Rockies museum at Lowrey Air Force Base. For the Lewis family those few seconds when the flying boat took to the air will never be forgotten, "We didn't feel his life was done yet he left before his choir were done" Cindy Lewis said, the plane hadn't flown. Before he could rest we felt it had to be finished, I feel we have completed my fathers dream.

What an amazing story of commitment and dedication to complete an almost impossible dream. Well it's back, we are going through the same experience 10 years on right here in WA in fact right here at the SWARMS club. We have a dedicated builder / flyer who has taken on the challenge to build and fly the "Spruce Goose", after obtaining the plans he set about constructing a replica model and the project is well advanced. The following story shows the progress to date of the "Woody's Spruce Goose" construction of this HK-1 Hercules flying boat.

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A plane was taking off from Kennedy Airport . After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles.

The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... **OH, MY GOD!**" Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier.

While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!"

A passenger in Coach yelled,

**"That's nothing. You should see the back of mine!"**

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*Woody's "Spruce Goose" story.*

With the availability of the ARF model straight off the shelf and within a few hours work they are ready to go flying we don't see too many scratch built models under construction these days, however, here is a story of a "BIG" model that is well under construction. As stated by Woody.

This story of the Goose (enclosed) is quiet similar to mine. I am retired have a few heart & lung problems (which are closely monitored) and I don't intend to drop off the perch but I have made a deal with Dave Plaistowe to finish off the model if the unlikely was to occur.

Like the real story I am about 80% finished with 50% to go' I am also going to put wheels under it to make it easier to sort out any problems pre flight. There is a commitment to fly it this year, to date I have fitted all the big parts together with a lot of finishing off and painting to go.

The running in of all eight LA 46 motors is near complete, the servos have been purchased and it's almost ready for fitting out. When the plane is complete there will be about a months work constructing a trailer box for transporting it to the field. Pictures of the progress today.

*This is where it all started*



*The skeleton of the beast*



*Foam fuse blanks*



*Starboard wing and motor mounts*



*Setting up and gluing tail plane*



Most areomodellers are happy to have one engine on their plane or two at the most finely tuned, with this model Woody has been fitting eight engines. A bit extreme in these days of high fuel costs. Has an environmental study been conducted on the impact this will have on our Greenhouse Gas omissions ??

I am sure when this model comes to the field for a test flight it will certainly create a lot of interest and maybe a bit of history.



I was reminiscing going through a few photos on my files and found a few that used to really frustrate me when I flew in Karratha. The flying field was on the tidal flats about 5 klms long and about 2 klms wide and it had a good firm surface with no runways to worry about, what every direction the wind was blowing you just headed into it.

The locals would choose to do their driving up and down the strip when ever they had a party adjacent to the field and these photos are what it would look like when we turned up to fly on the Sunday morning, near on impossible to take off and land a plane on this surface.

Several complaints were made to the police and nothing was done until we started taking in the hypodermic needles that we had to pick up around the area before letting the kids out of the car prior to flying which motivated them to do a few more frequent checks of the area during the night.

**Perfect field, no trees, power lines or runways.**



The Karratha club have since left this field and with special permission now fly off the Roebourne air field which is rarely used by large aircraft.

Sunday 14th March flying was a bit docile during the morning due to only a few flyers at the field, however, after lunch things did change quite a bit, for the worst.

During a flight with my Funfly I experienced some radio interference over the trees adjacent to the entrance gate (Becoming known as the Bermuda Triangle) which I was able to control only to loose total radio contact with the plane as I turned on final approach with gravity taking over completely with the following consequences.



**ATTORNEY:** This myasthenia gravis, does it affect your memory at all?

**WITNESS:** Yes.

**ATTORNEY:** And in what ways does it affect your memory?

**WITNESS:** I forget.

**ATTORNEY:** You forget? Can you give us an example of something you forgot?

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**ATTORNEY:** Were you present when your picture was taken?

**WITNESS:** Is this a trick question?