



s.w.a.r.m.s.

South West Associated Radio Modelers Society

Propwash

October 2009

From the President



The Scale Rally proved to be a tremendous success and all that attended the event enjoyed both the flying and the social activities. These events don't just happen, there is a lot of work in preparation and on the actual day for them to be so successful.

On the weekend prior to the rally there was a lot of work conducted at the field in preparation with a very good roll up of members. It proved that many hands make light work.

I would like to thank everyone for their effort for a successful Scale Rally especially those that manned the canteen and the businesses that provided the raffle prizes.

A detailed report on the activities over the weekend are enclosed within this publication.

Saturday October the 24th saw the Old Timers utilize the field for their 38 Antique State Title competition and Sunday 25th Texaco State Championship event. The weather was not kind to them on the Saturday with strong winds all day.

The event had to be cancelled, but on Sunday although the winds were still very active this event went ahead as planned.

Even with the strong winds prevailing these light weight planes performed very well in the conditions.

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Actual call centre conversations !!!!!

Customer: "I've been ringing 0800 2100 for two days and can't get through to enquiries, can you help?"

Operator: "Where did you get that number from, sir?"

Customer: "It was on the door to the Travel Centre."

Operator: "Sir, they are our opening hours."

From The Editor:

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

This edition's medical segment covers "Bleeding" the signs and symptoms and how to assist. This is relevant due to Woody's misfortune during preparations for the Spruce Goose test flight recently, refer to page 9.

What a month August was, we witnessed the ground trials of the Spruce Goose and then the test flight, "YES" it did fly very successfully.

September the club hosted the Scale Fly-in which turned out to be a very successful weekend.

A variety of new planes have been built and test flown, most of them were successful, however, others experienced a few dramas none that were terminal..

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

November 15th SWARMS Club meeting

“WOW” What a way to finish off the month of September, Sunday 30th had every thing. Good flying conditions, between showers, an abundance of new planes to be test flown, more spectators than the Eagles Vs Tigers match Friday evening and traffic and parking problems at the field.

The big attraction, however, was the word had got out the “Spruce Goose” was going to do it’s maiden flight at the field on this very day and it did. What a sight, giant wings spanning 12ft 6 inches loaded with eight OS46 revving motors racing down the strip and getting airborne under the competent controls of “Rowdy”, he was fully imported from Perth to be involved in setting up the plane and test flying it.

This must have been great feeling for Woody to see this monster leave the strip and head skywards after many hours of dedicated work over many months, the pain of damaged fingers, caught in one of the many turning props during starting was the last thing on his mind when it left the ground for the first time. This is a first for this particular model and certainly something to be proud of as previous models and the real plane did not make it back to earth successfully after a test flight.

As the plane taxied down the strip all that could be heard was the noise of the eight motors everyone was holding their breath, all motors were still working at this point in time, when the wheels lifted off the strip and it headed for the clouds the crowd cheered and clapped in relief. After a few trimming runs the plane was flown through in a low pass close to the pits which was quiet an impressive sight. Several passes were made along the front of the pits and many watched in disbelief as this monster passed each time looking like it was on rails.

Several calls came from the pits about who was doing the timing and how long had it been flying around up there, I think everyone was in awe of what they were witnessing and not a great deal of attention was being taken of the time. After a very successful maiden flight the time had come to see how it would handle a landing approach, a couple of passes were made and then it was down to final approach.

It came in over the access road towards the end of the strip on a very even approach with three motors that had now stopped running.

This was it, no turning back now as the end of the strip was fast approaching, a little nudge by a cross wind pushed the plane a little bit off line but this was quickly corrected by “Rowdy” and it was back on track for a perfect landing first time around.

Everyone who witnessed this maiden flight had just experienced something that not many had experiences previously, a successful flight of the “Spruce Goose” and all concerned were both excited and relieved to see the end result.

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Is that a relieved look on Woody's face or what, back on the ground after a very successful maiden flight. A job well done to both the builder and the pilot.



No, Woody is not holding his injured fingers up for any sympathy here he is explaining how efficiently Rowdy flew and landed the plane to this news reporter. “Anything you say will be taken down and may be used as evidence against you.” be-careful Woody.



SOUTH WEST ASSOCIATED RADIO MODEL SOCIETY (SWARMS)

Treasurers Report for the Month of September 2009

We have had a Profit this month off 237.97

INGOME SUMMARY

| | | |
|-----------------|-------|-----------|
| fees | | \$ 250.00 |
| Canteen profits | | \$ 87.67 |
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| | | |
| | Total | \$337.67 |

EXPENSE SUMMARY

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|------------|-------|----------|
| Origin Gas | | \$ 99.70 |
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| | | |
| | | |
| | | |
| | Total | \$ 99.70 |

Monthly Outcome

Profit/Less \$ 237.97

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|---------------|------------------------|--|--------------|
| ASSETS | | | |
| | Commonwealth Bank Ac- | | \$ 14,259.33 |
| * | Building and Equipment | | \$29,950.00 |
| * | Fridge and Barbeque | | \$1,785.00 |
| | Generator | | \$1,007.00 |
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Note:
Note:
Above items have not been depreciated.
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09 Scale Rally Report

After a good turn out by members to the busy bee the Sunday before, and a last minute prep and setup on the Friday the field was looking tops, all we could do was turn up Saturday and wait for them to come!

We didn't have to wait long, I turned up early-ish (well I thought it was) Saturday and there was already a flurry of activity around the canteen and in the pits as some aircraft started arriving. Brenda, Pat, Kylie and John were getting the catering side of things on the go.

We had a reasonable turnout for the Saturday and the weather was glorious, sunny with a bit of a breeze.

Jack from Perth RC turned up just after lunch with a bunch of the latest 3D Helicopters. His flying skills were astonishing, its one thing to see video on the internet of people chucking these things around, but to see it real and up close (too close sometimes!) left mouths gaping. It didn't look real, his reaction times must be lightening, and I think he managed to mow a good part of the grassed run off areas with some of the close to ground inverted manoeuvres. Certainly gained some oohs and aaahh's from the crowd.

John Biglane and Adrian had arrived with some nice aircraft, and Adrian's Sopwith Pup suited the calm conditions with several very scale like flights. Excellent detail and workmanship by Adrian. And now powered by a DLE-30.

Eric's Cub a regular feature now at our scale rally's was good to see again, but unfortunately the engine was surging and making flying difficult so spent most of the w/end grounded.

Was good to see Larry and a few of the crew from DAMS arriving with some nice aircraft too. Les brought along a Mustang for display on Sunday he has scratch built, and nearly ready to fly. Looks like lots and lots of hours have gone into that one, very fine detail.

Bill Bland from Perth, big 150cc Aero works Ultimate was a site to see and got a good number of flights. Clint as usual was burning through enough petrol to drive across the Nullarbor. I managed to get my fair share of flights in too, at least 3 or 4 flights of everything I had.

Quite a few spectators visited through out the day, and a few huddled around the TV setup in the club rooms to watch the footy grand final in the arvo.

The BBQ on Saturday night was another success story with most of the food sold, and plenty of full stomachs. Thank you to everyone that brought a dish, and good work by the Canteen crew & Graham cooking up a storm on the BBQ. It looked like we were scarce on numbers for the BBQ at first, but a last minute rush of arrivals and the chairs were full and the fire going.

Sunday morning arrived, and I clambered out of my little caravan hidden behind the flash mobile houses of Brian and Kevin, my head still a little blurry, (must have been the smoke off the fire not the dozen Bundy's) The generator was fired up, John & Dave soon arrived with a boot load of supplies for the Canteen, and the day was under-way.

After a brief pause, and just enough time to drag planes out of the shed, and setup again, cars started arriving. Then more cars..... then more cars, and in no time the regular car park was full and cars were heading into the paddock next door.

"Rowdy" from Perth arrived nice and early with a Mitchell Bomber, An impressive looking Turbine Typhoon Jet and a 50cc Ultimate aerobat.

And then Woody arrived with the much anticipated "Spruce Goose"

At 9am on the dot (might have been 8.59) the first motor was fired up by either Clint or Brian. For the rest of the day there was barely a minute go by without something in the Air.

Rowdy didn't take long to get warmed up, and in no time his Mitchell Bomber was tearing down the strip and around the field (mostly on its edge). We had the usual mass of Extra's, Yaks and other various aerobatic machines flipping and flopping around. Some ducted fans (one Grey Typhoon in particular terrorised the crowd a few times) and some other small electrics too.

By lunch time the crowd was massive! The paddock overflow car park was also full. I remember standing at the flight line looking at the road in, and cars just kept pouring in, 2, 3, 4 at a time. I felt a slight sense of panic wondering if we were going to be able to cope with the crowd. Most of the spectators seemed to be from the Busseton Margaret river area due to the promotion by the local paper, and all waiting to see the Spruce Goose take to the sky.

A 3D helicopter flying display was conducted on Saturday by Jack a pilot from RC Models in Perth which proved to be very entertaining. Some of the choppers that were on display over the weekend.



Helicopter inverted flight, roles, loops, grass cutting, (almost) flips forward and aft and the list goes on all performed with ease during the display.



An awesome display of jet flying was performed by Rowdy with his model pictured below. Low fast passes were the order of the day.



The pit area showing a number of planes that were in attendance over the weekend.



A view of the pit area early in the weekend, it only got busier as the day progressed.

Part of the huge crowd in the pit area watching the action both on the ground and in the air.



Dave Pointon displays his new Sukhoi on the start line ready for a fly.



Motor fired up ready to hit the sky



Scott's new electric fan jet which had it's second flight on Sunday 4th, the first flight I believe was in the shed whilst setting the controls it took off , it fly's much better out of the shed in the wide open spaces of the field.



My Tiger 60 was completed and test flown on Wednesday 26th August, usual comments after a maiden flight, just a couple of clicks of trim and everything was fine. I did blow the back of the muffler off the 61 APS motor whilst flying but was able to find the muffler, not the cone insert, on my way home after flying. Anyone got a cone or muffler to fit a 61 APS motor lying around please contact me.



Grahame's well presented Tiger Moth prior to a flight to adjust a few surfaces, this plane was scratch built and after a few minor adjustments was flying around very scale like both in looks and sound.



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ATTORNEY: She had three children, right?
WITNESS: Yes.
ATTORNEY: How many were boys?
WITNESS: None.
ATTORNEY: Were there any girls?
WITNESS: Are you shittin' me? Your Honor, I think I need a different attorney. Can I get a new attorney?

Sunday 30th was certainly a day for new models, this picture shows the number that were lined up ready for their maiden flight. This did cause a bit of congestion on the flight line with the new standard for maiden flights requiring a clear flight line with only the test plane being flown. Air traffic control was certainly kept on their toes.



Same group from different angle, all being dwarfed by the Spruce Goose here.



Scott's new model fitted with 30cc petrol motor fitted, performed well in the air.



Ian Clapp's Splat model which also performed well in the air, Ian stated that this was a very stable model to fly and he was wrapped with it's performance.



Grahame's P19 flew well after the initial flight and trim, this is a scratch built model with OS 46 fitted.



Vision of the new model motor fitted to Scott's plane prior to completing checks for maiden flight, very compact unit.



The proud builder and the competent pilot after the flight, two planes 12 motors never been seen at SWARMS previously.



Rowdy exited the crowd with some low passes and precision flying with this model prior to taking the Spruce Goose for it's maiden flight. It certainly looked very good in the sky as it continually did low passes near the pits.



One hot summer day, a blonde came to town with her dog, tied it under the shade of a tree, and headed into a restaurant for something cold to drink..

Twenty minutes later, a policeman entered the restaurant and asked, 'Who owns the dog tied under that tree outside?'

The blonde said it was hers.

'Your dog seems to be in heat' the officer said.

The blonde replied, 'No way. She's cool 'cause she's tied up under that shade tree.'

The policeman said, 'No! You don't understand. Your dog needs to be bred.'

No way,' said the blonde. 'My dog doesn't need bread. She isn't hungry 'cause I fed her this morning.'

The exasperated policeman said, 'NO! You don't understand. Your dog wants to have sex!'

The blonde looked at the cop and said, 'Well, go ahead. I always wanted a police dog.'

Ken Grant pictured here at the controls of one of Dennis Greens electric planes, Dennis appears to be quite confident and relaxed, he did not want to take his hands out of his pockets because of the cold breeze..



This is Anthony's Falcon 120 ready for test flight, the plane flew very well, however, it experienced an undercarriage retract failure with the wheels not coming down properly for landing. Rowdy was in control and came in for a perfect belly landing with no damaged sustained to the plane.



This glider would appear to be a two seater plane as it comes back to the pits here, wonder if their legs dangled like this in the air whilst flying it.



The pit area was filled with enthusiastic spectators all weekend which is certainly good for the sport.



The amount of detail to scale can be appreciated here with this close up shot of this Sopwith Pup and it flew very much to scale.



This well constructed scale model Cessna Aghusky was on display only and did not fly over the weekend.



War Birds are always part a major part of a scale show and they are a good talking point during discussions



A well presented scale model both on the ground and in the air



October Edition Medical /First Aid Tips

“About Bleeding”

Bleeding can be defined as any loss of blood from the circulation either external or internal. All bleeding must be controlled or stopped as soon as practical as the casualty may die from loss of blood containing oxygen.

External bleeding:

We may experience any one of three types of bleeds:

Arterial — Bright red and spurting out.

Venous — Dark red and pours out.

Capillary — Bright red and oozes out.

Management for “External” bleeds is:

Apply direct pressure to the wound.

Place a firm bandage over the wound.

Elevate the wound.

Internal bleeding:

Evidence of internal bleeding from some organs may be seen.

Lungs — cough up bright red frothy blood.

Stomach — vomit (coffee ground substance)

Upper Bowl — black diarrhea.

Lower Bowel — red blood in bowel motion.

Kidneys & Bladder — smoky or red urine.

Miscarriage — heavy virginal loss.

Amputation:

Loss of body part resulting from injury:

When managing a casualty with an amputation, manage the casualty first to minimize blood loss.

Manage the amputated part second:

- Do not wash the amputated part.
- Wrap in gauze or material.
- Place in a sealed plastic bag.
- Place into iced water.
- Urgent medical aid, notify ahead if possible.

Shock:

Shock is defined as collapse of the circulatory system which results in insufficient oxygen reaching vital organs.

Why is it life threatening ?

The critical factor in shock is caused when there is loss of body fluid or the body can not circulate effectively.

Caused by:

- Bleeding
- Vomiting and diarrhea
- Burns
- Pain
- Trauma
- Infections
- Allergic reactions

Signs and Symptoms:

Pale, cold clammy skin

Faintness or dizziness

Nausea

Anxiety

Severe Shock:

If casualty presents with bluish extremities the patient is extremely ill and must be transported to urgent medical aid.



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Well that’s the end of a very busy two months of news items and photos with some real milestones being achieved, if there is something you would like included in the next edition don’t hesitate to contact me.

Photos of a few more new planes at the field will be in the next edition, this one is already 11 pages. *Save the trees!!*



Catch you when we fly into the next edition !!