

Propwash

July 2010



From the President

We are into another year of flying and with it comes more challenges, in particular the finalisation of the field purchase. This is progressing though it may not be all that visible as there is a lot of red tape behind the scene to sort through but the worst is behind us.

It's good to see several new faces around the field of potential members, about 7 to date, please welcome them and assist where practical to ensure their transition into flying is enjoyable.

During discussion last weekend concern was raised about the number of new flyers turning up for training and the fact that there is only one training aircraft means that their exposure to air time is limited.

It may well mean to accommodate these new members and to enable us to give them reasonable air time we might well need to obtain another trainer, this will be monitored.

The big day out at the club for the year is the Scale Rally scheduled for the weekend of 25th / 26th September, this has improved over the past couple of years and this year seems to be no exception, place the dates in your diary.

Snippets from the AGM

The membership fee structure has increased because there has been a \$5 increase in AAAMA fees.

Fees for 2010 / 11

Senior	\$100		
AWA	\$155	SWARMS	Total \$255
Pensioner	\$ 90	AWA	\$ 145
SWARMS			Total \$235
Juniors	\$ 40	AWA	\$
40 SWARMS			Total \$80

It was agreed that the \$50 nomination fee previously applicable to new membership be removed, all were in favor of this recommendation.

Members are asked to ensure that they have paid up prior to the end of June as they will not be covered by insurance after this date, hence, will not be able to fly at the field without this cover.

Dates to Remember

25th / 26th Sept Scale Rally Day

From The Editor:

Welcome to the July 2010 edition of the Propwash news letter.

With the cooler wetter months here it is a good time to get into the shed and construct a new model for the summer months, I am well down the track on constructing an Old Timer model, some pictures are enclosed in this edition.

Maybe this type of model is not for everyone, however, I am looking for a bit of relaxed flying winding down after spending time on the buddy system each day teaching new pilots.

A few members have been out and about over the past weeks experiencing a bit of flying and socialising at other venues and clubs. Stories and photos included.

Paddy tells Mick
He's thinking of buying a labrador.

Piss off say's Mick, are you mad!!!!
have you seen how many of their owners go blind.

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

Hi fellow members, another year has passed and with the AGM now behind us (already almost two months into the next year) it is time to plan for 2010/11.

At the AGM there was a discussion on the election of new officer bearers for the pursuing year and it was agreed that with the pending completion of the purchase of the field that the current offers bearers should remain as they had been involved with the negotiation to date. All current committee members indicated they were happy to remain in their respective rolls, however, each was nominated individually with no election required.

Congratulations to the incoming committee members and I know that you will all get behind them and assist with the successful running of the club for pursuing year. The following members took on the respective tasks.

- President:** *Grahame Woodcock*
- Secretary:** *Scott Pitick*
- Treasurer:** *Anthony Amadio*
- Canteen Manager:** *Brady Goff*
- Safety Officers:** *Dennis Green, Brady Goff, Dave Pointon.*
- Propwash Editor:** *Ron Waller*

The purchase of the flying field is imminent this year with the majority of paperwork being completed and unless for any unforeseen circumstances it is only a matter of time for all parties to sign off . Further discussion to be conducted re current structures ie, clubrooms sheds etc.

As there was no changing of the executive these three shot prior to the commencement of the meeting will remain in office for 2010/11

John Knowles stood down from the position of Canteen Manager due to a pending knee operation, President Grahame presented a certificate of appreciation to John for the great job that he has done over the past four years.

Members wish John a speedy recovery from his operation.



The AGM had a good turn up of members, pictured are some of those who were present below.



SOUTH WEST ASSOCIATED RADIO MODEL SOCIETY (SWARMS)

Treasurers Report for the Month of June 2010

Financial Statements

Income Summary

Canteen		\$248.37
Fees		\$1,890
Donations		\$10
	Total	\$2,148.37

Expense Summary

Origin Gas		\$106.55
W.A.P.C (subdivision application)		\$1,512
Field Lease (I Clapp)		\$1,381.72
AWA club registration		\$40
AWA Fees		590
	Total	\$3,630.27

Cash at Bank End of June 2010

\$10,334.86

Monthly Outcome

Profit/Loss

\$1,486.90

Canteen Report for the Month of June 2010

Income

Date	Transaction	Amount
6/06/2010	Takings	\$ 50.00
13/06/2010	Takings	\$ 35.00
20/06/2010	Takings	\$ 70.00
27/06/2010	Takings	\$ 10.00
1/06/2010	Float	\$ 100.00
1/06/2010	Takings	\$ 50.80
1/06/2010	Takings	\$ 56.57
		\$ 372.37

Income Summary

Float		\$ 100.00
Income		\$ 372.37
	Total credit	\$ 472.37
Payments		\$ 124.20
	Total	\$ 348.17

less float

-\$100.00

Bankings

\$ 248.17

Cash Payments

Date	Transactions	Amount
10/6/2010	Receipt 3509 (choc/cool drink)	\$20.00
5/6/2010	Receipt 0061(Pies / Coffee)	\$54.45
12/6/2010	Receipt 0067 (Pies)	\$20.00
19/6/2010	Receipt 0054 (Pies)	\$19.75
25/6/2010	Receipt 5061 (choc)	\$10.00
		\$ 124.20

Yearly balance to date

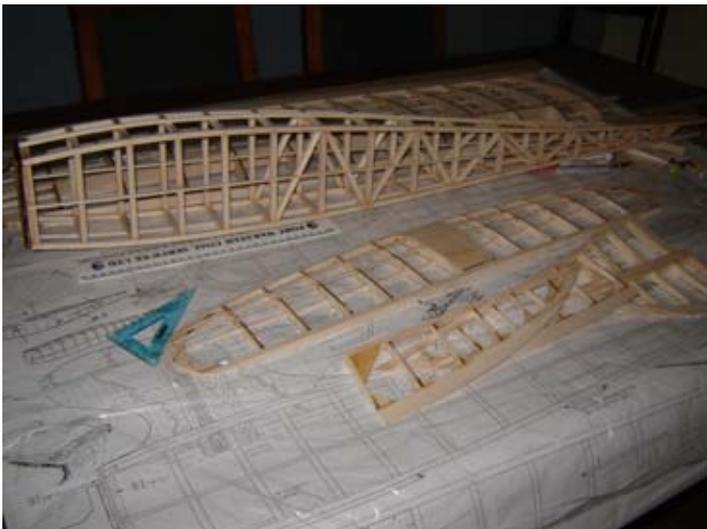
Profit / loss to date \$0.00

Profit / loss this month \$248.17

Balance to date \$248.17

Bits and pieces of my current project, Old Timer model Playboy 105%. This is being constructed for a bit of docile flying without the adrenaline rush (hopefully).

This is scratch building straight from the plan with little or no construction advice so hopefully it comes together and it will actually fly. Has a wing span of just over 2 metres and will be fitted with a 60 OS motor on completion.



The four wise monkeys, OOp's men



Good old Aussie Poem

Of course I love ya darling
You're a bloody top notch bird
And when I say you're gorgeous
I mean every single word

So ya bum is on the big side
I don't mind a bit of flab
It means that when I'm ready
There's somethin there to grab

So your belly isn't flat no more
I tell ya, I don't care
So long as when I cuddle ya
I can get my arms round there

No sheila who is your age
Has nice round perky breasts
They just gave in to gravity
But I know ya did ya best

I'm tellin ya the truth now
I never tell ya lies
I think its very sexy
That you've got dimples on ya thighs

I swear on me nanna's grave now
The moment that we met
I thought u was as good as
I Was ever gonna get

No matter wot u look like
I'll always love ya dear
Now shut up while the footy's on
And fetch another beer.

President Grahame presents Lachlan Jennings with his Bronze Wings that he recently attained.



WARNING ! WARNING !

LI-PO Batteries

We have heard all the stories and some of you may have read the warnings, however, fires are still occurring as a result of charging Li-Po batteries.

On the 18th June 2010 the attached photos were the result of a Li-Po battery fire. A fire destroyed all the planes and equipment of a well known local model enthusiast Larry Allen

Larry left the battery in the jet to charge it, he checked the temperature and all felt and looked ok went inside to turn on the DVD and sound for the kid's movie night. He heard a bang and rushed outside , too late. It took approximately 20 minutes to destroy the entire shed and its contents. The attached pictures tell the story Larry has been in aero modelling for thirty odd years and he said Li-Po's are a blessing and a curse. You can't be too careful read the warnings and take heed. Say it again read the warnings and follow the safety recommendations to the letter.

From personal experience Larry recommends that you charge outside away from everything in an ammo box, some other fire proof box; keep the batteries stored in fire-proof box away from everything and don't leave the batteries for a minute.

DON'T FOLLOW THE SAFETY PRECAUTIONS AND YOU RISK LOOSING EVERYTHING



“Hoon Behavior”

It has been very obvious when arriving at the field over the past couple of weekends on Sunday morning that someone has been involved in some activities on the access road to the field, in particular, adjacent to the entrance gate that could be deemed as Hoon behavior.

There have been long skid marks visible on the road from the gate down the access road for some distance where a vehicle has been driven off at excessive speed. This type of activity is not only dangerous it damages the road surface and makes the road surface rough when transporting planes to the field. If it has been a club member involved in this activity the committee request that it cease immediately, this area will be under closer surveillance in the future in a effort to eliminate this senseless act.

A continuation of these activities could result in the impounding of your car and worst case scenario your planes.

Wife: 'You always carry my photo in your wallet.. Why?'

Hubby: 'When there is a problem, no matter how great, I look at your picture and the problem disappears.'

Wife: 'You see how miraculous and powerful I am for you?'

Hubby: 'Yes! I see your picture and ask myself what other problem can there be greater than this one?'

Have you heard of the dyslexic sign writer, not sure if he still had a job



For years I have been wondering about the truth involving the three bears. This is a far more accurate account of the events of that fateful morning....

Baby bear goes downstairs, sits in his small chair at the table.

He looks into his small bowl. It is empty. 'Who's been eating my porridge?' he squeaks.

Daddy Bear arrives at the big table and sits in his big chair.

He looks into his big bowl and it is also empty. 'Who's been eating my porridge?!?' he roars.

Mummy Bear puts her head through the serving hatch from the kitchen and yells, 'For God's sake, how many times do I have to go through this with you idiots?'

It was Mummy Bear who got up first. It was Mummy Bear who woke everyone in the house. It was Mummy Bear who made the coffee. It was Mummy Bear who unloaded the dishwasher from last night and put everything away. It was Mummy Bear who swept the floor in the kitchen. It was Mummy Bear who went out in the cold early morning air to fetch the newspaper and croissants. It was Mummy Bear who set the damn table.

'It was Mummy Bear who walked the bloody dog, cleaned the cat's litter tray, gave them their food, and refilled their water.

'And now that you've decided to drag your sorry bear-arses downstairs and grace Mummy Bear with your grumpy presence, listen carefully, because I'm only going to say this once....

"I HAVEN'T HAD TIME TO MAKE THE BLOODY PORRIDGE YET"

Saturday morning I got up early, quietly dressed, made my lunch, grabbed the dog, and slipped quietly into the garage. I hooked up the boat up to the truck, and proceeded to back out into a torrential downpour.

The wind was blowing 50 mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day.

I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back, now with a different anticipation, and whispered, 'The weather out there is terrible.'

My loving wife of 10 years replied,

"Can you believe my stupid husband is out fishing in that?"

And then the fight started !! ...

Dave Pointon has a new addition to his hanger, on Sunday he had this plane certified as a heavy model and went on to test fly it under the watchful eye of our own Heavy Model Inspector Ian Clapp.

On completion of the testing Dave returned to the sky for another fly only to have his relaxed flight interrupted by two severe radio glitches which he immediately responded to and was able to gain control and landed safely.

Dave was presenting a little nervous as he brought his new plane back into the pits.



About to start the motor for the initial test flight.



While standing at a pizza parlor I observed a man ordering a small pizza to go. He appeared to be alone and the cook asked him if he would like it cut into 4 pieces or 6. He thought about it for some time before responding.

'Just cut it into 4 pieces; I don't think I'm hungry enough to eat 6 pieces.'

Kalgoorlie IMAC weekend !!

I headed to Perth on the Thursday night and picked up Paul Whiteman from Mandurah on the way. We stayed at a friends in Perth, and then left for Kalgoorlie at 7am Friday Morning.

We arrived ~2pm and flew practice for the arvo.

Was an excellent event, with quote a good turnout. The Kalgoorlie club puts on Breakfast, Lunch and drinks for both days of the event (included as part of entry fee) and organised a dinner at a local Chinese restaurant for Saturday night.

I flew in the Sportsman class, and flew the best I have flown to date. I managed 3rd (out of 3 though) but was not far behind Gary from Kal points wise for the competition. I stuffed up my Unknown round and scored a few 0's which put me behind. I even had a go at the "FreeStyle" display at the end of the comp. You have to "perform" for 4 minutes to music if possible and I managed to scare the judges a few time with that!

Good weekend, drive back seemed to take forever but worthwhile weekend away, with very friendly and socialable group of aeromodellers.

Thank you Scott.

Scott fuelling up for a flight.



View of the pit area



There were some big planes attending the competition as shown here.



Some of the pilots in attendance observed talking tactics prior to the commencement of the event.



A nice unit with a three blade prop.



SENIOR DRIVING

As a senior citizen was driving down the freeway, his car phone rang. Answering, he heard his wife's voice urgently warning him, 'Herman, I just heard on the news that there's a car going the wrong way on Interstate 77.

Please be careful!

'Heck,' said Herman, 'It's not just one car. It's hundreds of them!'

Engine tips for new flyers and maybe some old flyers:

A rich running engine will last forever - a lean running engine will soon wear out!

Tuning the engine's low end (idle) Most high performance model airplane engines have two needle valves. The needle valve we have been talking about to this point is the high end needle valve. This needle valve controls the high throttle setting and functions basically the same for ALL model airplane engines. Turning it in (CW) leans the engine and turning it out (CCW) richens the engine.

However, the low end needle valve may vary from one engine to the next. For most ABC style engines, like the O.S. Max .46 SF, the low end needle valve functions the same as the high end needle valve. Turning it in (CW) leans the low end and turning it out (CCW) richens the low end.

Keep in mind however, that certain carburetor configurations are just the opposite. The FP series of the O.S. Max engine is one example. Before you can adjust your engine's low end, you MUST know which way is which! (Consult your owners manual or ask an experienced flyer.)

As with the high end needle valve, you begin peaking out your low end from the rich side. With the low end needle valve wide open, bring the engine to its idle position (with the glow plug battery disconnected). The idle position should be set so that the carburetor is open to about 5-10 percent of maximum. If the engine cackles and dies, lean the low end needle valve about a quarter turn and try again.

When the engine will run at idle, quickly advance the throttle and listen. At this point, probably the engine will cackle up to its maximum speed. This indicates that the low end is still too rich. Lean out the low end needle valve by about 1/8 of a turn and try again. If you go too far, and the engine's low end needle valve setting is too lean, the engine will bog down and possibly die when you try to advance the throttle.

Be aware that you may be fooled at this point. Since an engine consumes fuel at a very slow rate when at idle, if you are too quick to make changes, the engine may be under the influence of the last idle adjustment as you increase the throttle. Repeat the throttle advance and slow down several times to confirm the setting. If in question, squeeze the fuel line slightly to force the engine to use up the residue fuel.

Eventually, by repeating the above procedure, the engine will respond quickly and accurately to your every throttle command.

What if nothing works?

Though the techniques given in this article should handle 90% of all engine problems, there are possible problems that affect an engine's performance that have nothing to do with tuning. If you find that no matter what you do, you cannot get the engine to run properly, by all means, ask for help.

Surely one of the experienced flyers in the pit area will be more than willing to help you.

Several club members traveled to the Wanaroo Club fun flyin and reported it to be an enjoyable day out. Pictured are some of the aircrafts that were present with the Spruce Goose being very conspicuous in the front row.



My wife and I are watching Who Wants To Be A Millionaire while we were in bed. I turned to her and said, "Do you want to have sex?"

"No," she answered.

I then said, "Is that your final answer?"

She didn't even look at me this time, simply saying "Yes."

So I said, "Then I'd like to phone a friend."

And that's when the fight started....

My Grandparents are funny, when they bend over; you hear gas leaks, and they blame their dog.

The time we spend at the flying field is intended to be fun, right? From the time we pull into the parking lot until the time we pack up to leave, the only thing on our minds is to enjoy the time away from our troubles. Nobody likes going out to the field only to be bombarded with a bunch of rules and regulations. And of course, no one likes to be yelled at for doing something wrong. We all want to go about the business of having fun.

Unfortunately, our hobby can be a dangerous one. As flyers, we must all treat the hobby with respect and acknowledge the potential for danger. There are numerous times when what one flyer thinks is safe and acceptable will be totally rejected by other flyers on the flight line. We've all heard and seen what happens when a fellow flyer steps out of line. It isn't a pretty sight.

Truly, no intelligent flyer will intentionally do something to cause an accident. It is only when one flyer or another makes an unintentional mistake that accidents can occur. While beginners bear the brunt of the silliest mistakes, even experienced pilots (including myself) have been guilty of unwittingly breaking safety related rules. In this section, I intend to give several safety related guidelines. I will also explain the reasoning behind each rule so as to enlighten beginners with why we consider them so very important.

Safety around the transmitter impound stand Mistakes made around the frequency stand can be costly. Many an airplane has gone out-of-control because these simple and basic rules are not followed. And an out-of-control airplane can end up anywhere.

Impound your transmitter - As soon as you arrive at the field, be sure to place your transmitter in the impound stand (be sure it is turned **OFF!**). While doing this, check to see if anyone else is on your frequency. If there is, find out who each flyer is and alert them to the fact that you are on their frequency. As other flyers enter the flying field, check to see if they are on your frequency.

Keep your transmitter in the impound area while you're not flying. This serves two purposes. First, you will be forced to walk over to get your transmitter whenever you wish to fly, keeping you from fiddling with your aircraft when you haven't pinned your frequency. Second, and more importantly, if someone who is on your frequency crashes, you can easily prove that your radio was off at the time of the crash.

Together with the suspicious pilot, you can walk to check the status of your transmitter. On the other hand, if you store the transmitter close to your airplane, he can easily accuse you of having your transmitter on while he was flying.

NEVER turn on your transmitter without pinning your frequency - Before you are allowed to turn on your transmitter, you must place a pin (with your frequency number) in the corresponding tube at the transmitter stand. This gives you control of the frequency and no one else on your frequency can turn on their transmitter.

We all know what will happen if someone on your frequency is flying when you turn on your transmitter. There may be times, however, when you're tempted to temporarily turn your transmitter on when setting up or tearing down. Maybe you want to move the throttle setting. Or you just want to run the fuel out of the engine.

NEVER give in to this temptation. If you do, you may be paying for someone's broken airplane.

Driving !!

Two elderly women were out driving in a large car, both could barely see over the dashboard. As they were cruising along they came to an intersection.

The traffic lights were red, but they just drove through it. The woman in the passenger seat thought to her self, I must be losing it, I could have sworn that we just went through a red light.

After a few minutes of driving they came to another intersection and the traffic light was red. Again, they went straight through. The woman in the passenger seat was almost sure that the light had been red but was really concerned that she was losing it.

She was getting nervous now

At the next intersection, sure enough, the light was red and again and they drove through, so the passenger turned to the driver and said.

"Mildred, did you know that we just ran through three red lights in a row?" You could have killed us both.

Mildred turned her head and said.

Oh dear, am I driving !!



Dodgey's gone electric !!

I converted a cloud dancer 60 from an OS 91 4 stroke to electric after having to install a (home made!) on board glow and then having a few problems with it working which ended in the plane cutting out in flight a couple of times and landing badly.

So I thought why not try an electric motor - should be more reliable and I won't have to bend down so much!

The attached photos should explain where everything went. The all up weight is 4kg which is a little heavier than before - mainly because I had to add 220g of nose weight to balance it as I couldn't get the batteries any further forward.



The equipment used is a Turnigy 4260-500 motor and 70A ESC with 2x 6S 3000mAh batteries in parallel (20-30C). All up cost was only around \$150 from Hobby City. I have run several props with the following results -

14x7 - 42 Amps 8700rpm

13x10 - 46 Amps 8460rpm

13x8 - 50 Amps 8110rpm

13x6.5 - 38 Amps 8900rpm

The thrust on the ground is amazing - at least the equivalent of the 91 4 stroke which ran on a 13x6 at around 9000rpm. Only thing is how long will it last? The batteries should give at least 5 mins flight and hopefully longer but time will tell.

I have removed one of the two batteries to reduce the weight by 0.5 kgs down to 3.4kgs which is now equivalent to the original plane with a 60 2 st and a full tank of fuel. In doing this I was able to mount the rx battery further forward to offset the change in c of g. Its now balancing under the main spar or 30% back along the chord so it may be a little sensitive to elevator. However the good news is the C of G won't change as the fuel/ electrons run out!

Test flight !!

I recently flew the cloud dancer 60 and had 3 flights in fine weather each one lasting 5 mins. After landing each time there wasn't much left in the battery - the ESC was winding the revs back to protect the Li-Po so 4 mins may be a safer bet. The Li-Po used was a 6S 22V 2650mAh with a 20C discharge so it was a bit on the small side.

I choose this as I had it to hand and also was trying to keep the weight down to under 3.5kgs. I first flew with a 14x7 prop and the performance was OK - probably similar to a 46 2 stroke in it I would guess. Then I tried the 13x6.5 and this was better still and finally the 13x8 which was good - slightly better in the climb as you'd expect.

Charging in between each flight took 45 mins although I had a spare battery so I could have 2 flights and then a break for a cuppa or fly another plane. Best thing is the time taken to assemble and get in the air - typically 5 mins and the same time to pack away again! It is a bit light on the nose and I have added 220g of weight so I can put a slightly heavier battery in and remove the weight.

I would guess a 3600mAh 30C discharge 6S Li-Po would be ideal and these cost around \$80 AUD from Hobby City. Then of course you need two or three to reduce charge time so it gets a bit expensive but you can use these in other planes or buy 3S types and have two in series but physically changing the battery gets harder then.

All in all quite a good positive overall experience - the power would be similar to a 46 2 stroke or a 70 4 stroke and with the bigger battery flights of around 7-8 mins should be possible. I think the motor is big enough - a bigger motor would mean more current and less time in the air but might be better for aerobatics.

One last 'good' point is that the cloud dancer comes in fairly quick with no wind oh and another good point - no wood cancer from fuel !

Dodgey

Over the past couple of week several members from SWARMS have been out and about enjoying their flying in a different environment, below is the tranquil setting of the calm waters on the Harvey Dam.

Scott, Ian Clapp and Humphro visited the dam to do a bit of float flying in ideal conditions and the day was enjoyed by all.

On arrival and in the process of setting up for a flight with near perfect reflection on the water surface.



A variety of planes were flown on the day the most popular being the Tiger sixty fitted with floats. I have just recently obtained another Tiger Sixty ARF which is ready for balancing and test flight. I found the previous model I had to be very stable and forgiving to fly (until I experience a radio glitch) so I made every effort to get a new one.

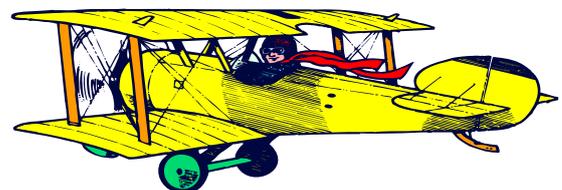
Recently purchased an English magazine RCM&E which has a very extensive write up about the Tiger Sixty and having previously owned one I agreed with all the reviewer had to say.



Humphro taking his Tiger Sixty onto the water for a flight. It is pretty obvious from the reflections that there is no wind to contend with.



Humphro looks very relaxed as he taxis out on to the water, so relaxed he only has one hand on the transmitter.



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