

# Propwash

June 2010



## *From the President*

Thanks to all the members who turned up to a very successful busy bee, a lot was accomplished in a very short period of time and with a great result with the field looking fantastic.

I feel that Anthony has been looking after the grass lately but it should be shared around, but don't forget the line trimmer could get a little use as well in the time between flights by anyone.

I suppose in short don't leave it to just one person the field is used by everyone and we have an obligation to each other and the club to do our share.

It's good to see some members going to other club events and representing the club. The recent events being the jet day at Whiteman Park and the scale fun fly at Wanneroo some even make it worth while with the odd trophy well done.

But in all a good way to pick up free knowledge from other modelers.

The AGM is coming up soon so please find your way to the field on the 20<sup>th</sup> June and contribute to your club.

Concern was raised at the recent meeting relating to the number of potential flyers coming to the club for flight instructions and having their plane set up and test flown for them, only to see them walk away without becoming members.

A considerable amount of time has been put into these people with both flying instruction on the club trainer and testing their plane for no real return to the club. We should, however, continue to encourage new members to the club.

After a discussion it was decided to adhere to the insurance cover requirements for new pilot training ie, they will be covered under the instructors MAAA insurance for the first two flights of their training and then be required to take out their own insurance cover via the club membership and MAAA application.

This rule will now apply to all new trainee pilots at the club.

## *From The Editor:*

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

This edition's medical segment covers ***"Burns"***

the signs and symptoms and how to treat patients, all on page 11.

June again, not only does that mean ***"TAX"*** time, but it is ***"AGM"*** time again also. My, how the year has flown (in a flying club you would expect that) and we have experienced a few ups and down during the past year. (Take off and landings)

We have seen a number of new models tested successfully and a few not so successful test flights but the one that stands out is the ***"Spruce Goose"*** debut both on land and water.. It is good to have a club member who has been talked about around the world, oh, and also features on Utube. Will be interesting to see Woody's next project which I believe is progressing well.

## ***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

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## ***Dates to Remember***

***Club AGM                  June 20th***

***“Radio Frequency interference.”***

There have been a few problems reported over the past couple of weeks whilst flying where plane contact has been lost and gravity has taken over due to radio interference, three in total. There has also been some incidents reported at DAMS club.

This has occurred on both the 36 and 2.4 frequency range. There appears to be no specific pattern to these incidents, however, in all cases extensive damage has occurred to the planes, in most cases it has been terminal. It is rather frustrating to stand on the flight line flying your plane when any movement on the radio control sticks has little or no effect on the planes activities in the air.

Having experienced one of these incidents myself and on returning to the pits with several separated aeroplane parts and discussing the outcome a check with the radio scanner was arranged. This revealed the 36.040 channel I was flying on had a complete bar of signal activity across the screen and there were no other members with this channel activated and my equipment had been turned off.

There has been no answers for the failure on the 2.4 frequency which is stated to be less subjected to interference from any other channel. There was an interesting article in the last edition of the Windsack relating to problems with the 2.4 frequency, you will have to get a copy and read it due to copyright I can't print it in this newsletter.

Any one who has converted to 2.4 might like to familiarize themselves with this article it could save you a rebuilt or even a plane.

There is now a radio frequency interference log book in the club rooms for reporting problems, any flyer who experiences radio problems during a flying session please log it, if all incidents are reported we may be able to do some analysis on the number of incidents that occur ie, time of day, field location, weather, equipment type etc.

***South African road sign.***



The club's AGM is scheduled for Sunday 20th June and I would encourage all members to consider standing for one of the committee positions, all positions will be declared vacant on the day, these are not enormous task and do not take a lot of time commitment to achieve a positive outcome.

If these rolls are shared around each year it makes it fairer on all members with each committing something to the benefit of the sport and the club. Nomination forms have been posted on the notice board for completion by the candidate standing with a nominator and seconder and the form is to be signed by the standing member.

***The completed forms are to be handed to the Secretary prior to the meeting on 20th June 2010.***

This method gives the candidate time to find out what is involved with each of the position and enables them to think about their pending commitment to fulfilling the roll prior to the meeting date. The problems that arise when someone in nominated sitting at the meeting they have not had time to think about the position they have been nominated for and feel that they have to take on the roll under peer pressure and they are not always in the best position to commit to the roll.

This year should comprise of quiet a few changes, all for the better, mainly with the completion of the pending purchase of the field. Most of the paper work has been completed and we are now waiting for the final survey and approval to be given. I have heard a few pending suggested changes for the field once the purchase has gone through and it is sure to enhance the club for the future.

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***For the golfers***

A golfer teed up his ball on the first tee, took a mighty swing and hit his ball into a clump of trees. He found his ball and saw an opening between two trees he thought he could hit through.

Taking out his 3-wood, he took a mighty swing. The ball hit a tree, bounced back, hit him in the forehead and killed him.

As he approached the gates of Heaven, St. Peter asked,

"Are you a good golfer?"

The man replied:

***"Got here in two, didn't I?"***



Some shots of Ian's Super Marine taken on the float day at Flinders Bay recently, this plane is over twelve years old but still presents and fly's very well. That must say a lot about the pilot's flying skill and maintenance program.



Final checks prior to take off.



Plane on taxi run getting into position for take off, it returned short time later after a successful flight.



**Congratulations:**

Lachlan obtained his Bronze Wings status on Sunday, the wind was a bit blustery but the sky was clear during his assessment. He performed all of the disciplines required effectively and found that he was better at landing dead stick than under power, however, he achieved it and the plane is still in same condition.



Went to the doctor recently because I had fluid on the knee, after extensive test he said that I was fine.

*It was just that I was not aiming straight !!*

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A 2009 study found that the average Australian bloke walks about 900 miles a year.

Another study found that the average Australian bloke drinks 22 gallons of beer a year.

That means the average Australian bloke gets about 41 miles per gallon.

***Bloody good value that!***

A little girl was diligently pounding away on her grandfather's word processor. She told him she was writing a story.

"What's it about?" he asked.

"I don't know," she replied. ***"I can't read."***

My young grandson called the other day to wish me Happy Birthday. He asked me how old I was, and I told him, 62. My grandson was quiet for a moment, and then he asked,

***"Did you start at 1?"***

Sunday 2nd May was the scheduled Busy Bee, here are a few photos of the willing workers



Containers moved from canteen



The place was all spic and spam at the completion of the work.



The shed also had a make over and it is now possible to walk in to get something without the risk of sustaining and injury. The only thing remaining to do now is to mow the field at a later date as it did not require any attention on this day.



The old saying that many hands make light work sure worked here as planes were in the air flying before 11 am and there was also a meeting.



Ian Clapp arrived at the field with two very nice new electric models for test flying, the weather was perfect for testing any planes so he decided to take the Bobcat up for a spin first. He indicated that this is version #6 not sure if they are all still flying, I have seen him with a couple of nitro motored version which did fly well.

After a very short take off run it was airborne heading for the clouds (Opp's it was a clear day) as it was turned back over the field the final trims were made and it flew very well, it was very stable against, across and down wind.

After a few circuits it was landed with out mishap ( we didn't really expect any from Ian)



After a battery change out the Super Sniper 90 was rolled out for a test flight, this looks a nice model on the ground and even better when in flight. This model had plenty of power for take off, however, minor elevator adjustments were required to have this plane shooting around the sky just like a real jet.

It proved to be very fast in the air on full throttle so the majority of the flight was conducted around half throttle which did not take anything away from it's flight characteristics, it looked and performed very well



These photos fell off the back of a truck, rumors have it that it could be the start of Ian Clapp's new ARF. Not sure if we will see this fly at the field, however, I am sure it will be seen in the skies over our area when completed. I am sure that the postman did not deliver this one, more details to follow as the project unfolds.



*Interesting street sign, good one not to adhere to.*



*Sunday 2nd May, and there was the meeting. Due to the cleaning of the clubrooms and the wet floor the meeting was held outside under the trees.*



*Above the executive members in full control.*

*Below the active members corium .*



*And the BBQ lunch provided afterwards.*



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A middle-aged couple had two beautiful daughters but always talked about having a son.

They decided to try one last time for the son they always wanted. The wife got pregnant and delivered a healthy baby boy.

The joyful father rushed to the nursery to see his new son. He was horrified at the ugliest child he had ever seen.

He told his wife: 'There's no way I can be the father of this baby.'

Look at the two beautiful daughters I fathered!

Have you been fooling around behind my back?'

The wife smiled sweetly and replied:

***'Not this time!'***

**I would much prefer flying.**



Scott test flew this new addition on 2nd May, it looked a very nice plane on the ground and flew very well, however, it had a tendency to nose over on take off and damaged two props during testing.



The DL 100 motor had plenty of power and it required a fair amount of restraining at full revs prior to take off.



Landing approach after a successful test flight, it did prove to have a lot of speed at full throttle



Woody has added another plane to his hanger recently, he had to move the Spruce Goose over to make room for it. He flew it at the field 2nd May and was very please with it's performance. He is trying to get used to starting just one motor prior to a flight compared to the eight on the Goose.



The colour scheme makes it easy to see in the sky and it fly's like it is on rails, or is that just the skill of the pilot Woody.



*First suggestion received for the SWARMS logo change.*

Cast your  
Vote here

YES

NO



**“WEDNESDAY FLYING DAY 5th May”**

Clear blue skies not a cloud in sight, a gentle 3 to 5 km wind from the south.

**Flyer 1** arrives and starts to unload only to find he has left his tool box at home **NO & % ^ \* \* # FLYING TODAY.**

**Flyer 2** arrives and unloads and prepares his Boomerang for flight.

He flies and scares the birds. He lands and has a broken muffler. **NO MORE & \$ % ^ % \$ FLYING TODAY.**

**Flyer 3** arrives and unloads, he prepares plane #1 for flight.

He taxies out and heads south and the @ # \$ % ^ \$ # thing would not get off the ground.

He then prepares plane # 2 for flight, after much effort the motor near shakes itself off.

**NO # \$ % & ^ \$ # FLYING TODAY.**

The **WINDY HOLLOW COFFEE CLUB** did a roaring trade.

These flyers will remain nameless to hide their identities.



**A little bird was flying south for the winter. It was so cold the bird froze and fell to the ground into a large field. While he was lying there, a cow came by and dropped some dung on him.**

**As the frozen bird lay there in the pile of cow dung, he began to realize how warm he was. The dung was actually thawing him out! He lay there all warm and happy, and soon began to sing for joy.**

**A passing cat heard the bird singing and came to investigate. Following the sound, the cat discovered the bird under the pile of cow dung, and promptly dug him out and ate him.**

**Morals of the story:**

- (1) Not everyone who shits on you is your enemy.**
- (2) Not everyone who gets you out of shit is your friend.**
- (3) And when you're in deep shit, it's best to keep your mouth shut!**

%%%%%%%%%

A lady was picking through the frozen turkeys at a branch of Woolworth's but she couldn't find one big enough for her family. She asked a passing assistant, "Do these turkeys get any bigger?" The assistant replied, " I'm afraid not, **they're dead.**"

**My 737 flight simulator experience**



I was privileged to have been given a ticket to undertake a flight on the 737 simulator located in Perth, so on Tuesday 25th May I climbed onboard. This flight simulator is very popular with it operating from 9 o'clock in the morning through to 10 o'clock at night 7 days a week.

I wanted to experience what it is like to have your bum inside the plane as pilot when flying instead of standing out side watching it go round the sky.

I found it difficult to book a seat due to the high demand, however, at 12 noon I was in the cockpit ready for take off. I flew from Toronto where the runway way bordered by snow and visibility in the air was also reduced due to continuous snow falls.

I was in full control of the aircraft under the expert guidance of my co-pilot Chris, we took off and did a large circuit around the city and then approached the airport for a touch and go. Throttle back, 15 deg flaps, wheels down, level the wings, keep the nose attitude at 5 deg. At 100ft 30 deg flaps sit back and flare the plane as we approach the ground. Bingo ! Surprise, I did it with out too much of a hassle, keep nose straight full throttle pull back on the wheel and off we go again.

Around again to the north which was right hand circuit this time, did some level flying at 3000ft, great scenery, and after a while turned for a final landing, this time had a slight cross wind which made it a bit more difficult to align the runway on approach.

Down on the runway again without much problem, however, did run into the terminal when parking. This was a great experience and I would recommend it to anyone who would like to experience hands on flying of a large jet aircraft. I found that the control movements on this aircraft from inside were much different to that on our models.

**5 Things you probably did not know your "Mobile Phone" could do".**

There are a few things that can be done in times of grave emergencies. Your mobile phone can actually be a life saver or an emergency tool for survival. Check out the things that you can do with it:

**FIRST  
Emergency**

The Emergency Number worldwide for Mobile is **112**. If you find yourself out of the coverage area of your mobile; network and there is an emergency, dial **112** and the mobile will search any existing network to establish the emergency number for you, and interestingly this number **112** can be dialed even if the keypad is locked also without the sim card inserted. Try it out only for emergencies.

**SECOND  
Have you locked your keys in the car?**

Does your car have remote keyless entry? This may come in handy someday. Good reason to own a cell phone: If you lock your keys in the car and the spare keys are at home, call someone at home on their mobile phone from your cell phone.

Hold your cell phone about a foot from your car door and have the person at your home press the unlock button, holding it near the mobile phone on their end. Your car will unlock. Saves someone from having to drive your keys to you. Distance is no object, you could be hundreds of miles away, and if you can reach someone who has the other 'remote' for your car, you can unlock the doors (or the **boot**).

**THIRD  
Hidden Battery Power.**

Imagine your mobile battery is very low. To activate, press the keys **\*3370#** Your mobile will re-start with this reserve and the instrument will show a 50% increase in battery. This reserve will get charged when you charge your mobile next time.

**FOURTH  
How to disable a STOLEN mobile phone?**

To check your Mobile phone's serial number, key in the following digits on your phone: **\* # 0 6 #** A 15 digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe. When your phone get stolen, you can phone your service provider and give them this code.

They will then be able to block your handset so even if the thief changes the SIM card, your phone will be totally useless. You probably won't get your phone back, but at least you know that whoever stole it can't use/sell it either. If everybody does this, there would be no point in people stealing mobile phones.

**FIFTH  
ATM - PIN Number Reversal - Good to Know**

If you should ever be forced by a robber to withdraw money from an ATM machine, you can notify the police by entering your PIN # in reverse. For example, if your pin number is **1234**, then you would put in **4321**.

The ATM system recognizes that your PIN number is backwards from the ATM card you placed in the machine. The machine will still give you the money you requested, but unknown to the robber, the police will be immediately dispatched to the location.

*This information was recently broadcast on CTV by Crime Stoppers. However it is seldom used because people just don't know about it.*

***Editor's Note: I have had experience with the emergency mobile phone number 112, the lost phone 15 digit serial number exists, try it, I have not had a flat battery so not sure if this works, never locked my keys in the car (recently) and I don't have any money so don't go to the ATM machine.***

\*\*\*\*\*  
A grandfather was delivering his grandchildren to their home one day when a fire truck zoomed past. Sitting in the front seat of the fire truck was a Dalmatian dog.

The children started discussing the dog's duties.  
"They use him to keep crowds back," said one child.

"No," said another. "He's just for good luck."

A third child brought the argument to a close.  
"They use the dogs," she said firmly,

***"to find the fire hydrants."***  
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When my grandson asked me how old I was, I teasingly replied,  
"I'm not sure." "Look in your underwear, Grandpa," he advised, "mine says  
***"I'm 4 to 6."***

