

Propwash

October 2010



From the President

The scale rally has been an fantastic success due to the efforts of club members and non club members, I would like to thank Kylie and Pat for there contribution in the canteen without their effort the food would not have kept coming.

The weekend produced a good number of pilots both local and from Perth which is greatly appreciated and I would like to see us reciprocate as a club to the events that they hold and maybe attract more for next year.

The annual scale rally has the potential to be come the best in W.A, and why not we have the states best facility. I would like to thank all of the businesses that donated both with canteen supplies and prizes for the raffles.

Once again DLE Australia came to the rescue with a new DLE-20 engine a prize that its new owner Adrian will cherish for a long time in fact he keeps it under his pillow of a night.

Thanks to the members that helped to prepare the field for the weekend and clean up at he end, with out your support the weekend would not have been a success.

This gives us a great platform to work off for next year.



Dates to Remember

25th December Christmas Day

19th September Troy Lucy went solo today. Congratulations Troy

From The Editor:

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

WOW !!

What can I say about the great Scale Rally weekend ??

The Six "**F's**"

It was **F**ine, it was **F**un, here was plenty of **F**lying, good **F**ood, good **F**ellowship and overall it was **F**antastic.

For all who attended this event it turned out to be an enjoyable experience, thank you to all those who traveled from Perth and surrounding clubs to make it such a positive outcome.

A wide variety of planes were displayed and flown which made it interesting for the many visitors who attended over the two days. The inclusion of a flyby by a real Spitfire on the Saturday was an added bonus for all.

Stories and photos included in this edition for review

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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Scale Rally report 2010:

The rally commenced for many of the club members on Sunday 19th of September when they turned up to a busy bee to prepare the field and facilities for the big event.

A lot of work was achieved on that day and there was still time for some flying when the tasks had been completed. At the end of the day the runways had been cleaned of weed, mowing and wiper snipping done and the clubroom facilities cleaned and dusted.

Saturday 25th saw the start of the Funfly day with a number of people camping out at the field overnight Friday. The sun was up bright and early and the activity at the field was high. The majority of setting up had been completed on Thursday / Friday and there were only a few minor tasks that required finishing off.

Planes were being assembled in and around the pits and it was not long before the sky was a buzz with aircrafts, this continued all day with only one break called as the Spit-fire did several low passes along the field during the morning session.

A BBQ had been arranged for Saturday evening and a good turn out of members and visitors attended and all enjoyed the fellowship as the sun set. Once it was dark we were treated to some night flying which was entertaining to say the least.

Scott's jet is fitted with strobe lights on the wings and tail and a landing light on the nose wheel which can not be seen when flying during the day, however, it was certainly impressive in the evening as it cruised around the night sky.

Roman Pasznicki assembled his helicopter which has been constructed for night flying with lights on the main rotor, tail rotor and along the tail boom and we were treated to some awesome flying. Rolls, inverted flight, spins, barrel rolls and the list goes on, this continued for some before an autorotation brought the chopper in for a landing to the applause of all present.

Only to see it go back into the sky to continue the remarkable display under lights, every one appreciated the skill of the pilot even though we could not see him.

Sunday 26th, the sun was not all that bright and the clouds covered the horizon with a steady breeze blowing, however, this did not dampen the enthusiasm of the flyer's as they again assembled their models ready for another day of flying.

The Spruce Goose had made an appearance and Woody was busy assembling it ready for another flight around the field. Around mid morning it graced the skies yet again to the amazement of the large spectator group watching. Rowdy made it all look too easy as he completed several low level passes down the strip with the Goose up on it's side which gave the spectators a really good look at the size of the beast in the air.

The afternoon flight was no different, several of the spectator were in awe of the size of this model whilst it sat in the pit lane and more so when it actually flew. On behalf of the members and public who witnessed these flights thanks has to go to Woody and Rowdy for providing this spectacle for us all to share in.

You might have noticed Woody's next project parked in the pits on Sunday also, a white fibreglass fuselage which will eventually be a Catalina flying boat a bit further down the track. Woody is working on the principle "Big is Better"

Flying continued through out the day without mishap, only one incident occurred during the weekend and that was one of our own members who had a motor failure causing a heavy landing with some damage. (I won't print who it was for your benefit Brady)

A lot of gratitude must go to the girls in the Canteen, they were busy all weekend keeping the crowd fed and watered with a good variety of eats and drinks. Several comments from visitors were overheard during the weekend that this is the best flying club canteen in WA, we would have to agree with that.

Thank you to those enthusiasts who traveled from other clubs, it is your presents and variety of models that make the show a success. It is over for another year and it has been a very successful weekend, several visitors commented that it had been great and they would be back again next year.

A plane that did draw a lot of attention and made a nice static display was Grahame's Sopwith Pup. This is still in the construction stage however is well advanced and it was evident that a lot of hours had been put into this project at is a scratch built model.



At lot of work and detail has gone into the construction of the aluminum cowl which gives the plane a realistic and professional look, oh and that gun.



A Doctor was addressing a large audience:

"The material we put into our stomachs is enough to have killed most of us sitting here, years ago. Red meat is awful. Soft drinks corrode your stomach lining. Chinese food is loaded with MSG. High fat diets can be disastrous, and none of us realizes the long- term harm caused by the germs in our drinking water. But there is one thing that is the most dangerous of all and we all have, or will, eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?" After several seconds of quiet, a 75-year-old man in the front row raised his hand, and softly said,

"Wedding Cake."

This is Anthony's Pilatus Porter army plane which also drew a lot of attention, still to be certified and test flown, however, it did make a good static display on the day.



If you did not see it at the field on the rally weekend or you are having difficulty seeing it in this magazine then it just goes to show how effective the camouflage covering really is.



Three enthusiastic SWARMS members enjoying the day.



This is Brady's new plane on the starting line.



Ian Humphros new addition ready for test flight, it performed well in the air it is fitted with four stroke engine.



Both the planes pictured above were observed doing slow circuits around the field coming down the strip side by side which looked very impressive at the time. We don't see very much docile flying these days with all the high powered planes and rev head pilots that frequent the field.



Anthony's Cessna, this close it looks like the real thing



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Bruce was attending the SWARMS club's monthly meeting and he'd just told them that he couldn't make the upcoming Scale Model Flyin because his wife wouldn't let him come.

After copping the usual "under the thumb" and other derisive remarks, Bruce left the meeting to go home to his wife.

The following weekend as members arrived at the field to set up for the flyin they were surprised to see that Bruce was there, happily sitting back with his plane all set up ready to go flying.

"How'd ya talk the missus into letting you come Bruce?"

"Didn't have to," was Bruce's reply.

"When I left the meeting last week I went home and slumped down in my chair with a beer to drown my sorrows. I was just coming to terms with missing the flyin when my wife snuck up behind me, covered my eyes, and said, surprise!!!"

I peeled her hands back and turned around. There she was, beautiful as the day I married her, standing in a sexy see-through negligee. I couldn't believe it when she said

"Carry me into the bedroom lover, tie me to the bed and do whatever you want."

So Here I am !!!

A wide variety of models were displayed and flown during the weekend, a couple of photos of the pit area



The Spruce Goose, pictured here, took up most of the pit area on Sunday morning with it's 12 and a half foot wing span..

There were also those who did not fit into the pit area.



Brenda caught in the pits checking up on Dennis



A lot of congestion with tents people and planes assembled in the northern end of the pits



This Aghusky flew nicely especially with the smoke on, it was very stable in the air even when idling around.



We were privileged to have a real Spitfire do a fly by on the Saturday morning, it made several low passes down the field to the delight of those present.



A level pass at low altitude.



A Gyrocopter also made an appearance, however, it did struggle a little in the gusty wind. I was flown very competently with "Rowdy" at the controls.



This Bi-plane was flown by Dean Allison and it performed very well, it is fitted with a radial engine.



A close up shot of the radial engine.



A very nice scale model constructed with a lot of detail and performed superbly on both days, designed for crop dusting this Aghusky in a one seater plane



The three wise “Monkeys” Oops, Men from the north seen discussing their experiences during the weekends activities.



Not a lot of flying going on here but a lot of tales being told and this is what flyin's are all about. If you don't feel like flying you can just sit and talk about it.



A few early spectators observing the action.



This Jet is an inclusion to Scott's hanger and he flew it on Saturday evening which presented something different at the field. It is fitted with strobe lights and was quite impressive as it cruised around the night sky.



This Bi-plane was fitted with a straight inline four cylinder motor which was very quiet when flying around. It is fitted with retracting wings for easy transport. The wings fold back against the fuselage when packed away for transport.



BEER as described by 7 year olds

A handful of 7 year old children were asked 'What they thought of beer'. Some interesting responses

- *'I think beer must be good. My dad says the more beer he drinks the prettier my mom gets.'
- *'My Mom and Dad both like beer. My Mom gets funny when she drinks it and takes her top off at parties, but Dad doesn't think this is very funny.'
- *'My Dad gets funny on beer. He is funny. He also wets his pants sometimes, so he shouldn't have too much.'
- *'I don't like beer very much. Every time Dad drinks it, he burns the sausages on the barbecue and they taste disgusting.'

Ian Clapp dropped in for a coffee on Saturday with his Ultra light, on final approach two young boys were heard saying to their mum here comes a big green model in and were very surprised when Ian alighted from the cockpit after parking the plane.



Kermit on the way down the strip just prior to lift off when leaving the field.



This twin engine, 30 four stroke, plane looked very impressive and stable in the air, it is a Transall C160.



The Goose does it again !!

The flight crew of Rowdy and Woody talking tactics prior to the flight



Only two of the motors left to fire up prior to take off.



The Spruce Goose excited the crowd again with two very impressive flying displays during the day on Sunday. This is always a crowd pleaser and under the proficient control of "Rowdy" it did not disappoint any who were present, Woody could not watch as the Goose flew down the strip almost on knife edge with wing tip only centimeters from the ground



A few more photos of planes that were present at the field over the Scale Rally weekend.

Ian Humphro's new Christen Eagle.



These two models have been superbly constructed by Ray Anderson and are very detailed, both have been certified as heavy models and test flown to perfection.



Larry Allen flew this model at the Scale Rally



Clint just prop hanging in there.



Lachlan in action during the days activities.



Under a dark threatening sky the Goose descends on the field during another low fly by.



Not sure here if Grahame and Scott are happy with the way the Rally has gone or it's with the progress on Grahame's new project.



Do you like it??

Wish I had one to.

Ray looks a little bit confused here prior to a flight as he stares at the windsock wondering which way to take off, the wind moved direction continuously for most of the rally.



Did I do a good job on this build

I am sure all who looked over this model would agree it is a well built replica and flies superbly. (or is that the skill of the pilot)

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A man charges into a bank wearing a balaclava and wielding a handgun.

He shouts 'this is a raid - everyone get on the floor!!', and proceeds to empty the cash drawers.

As he runs towards the door with the loot, a brave customer yanks off his balaclava.

The robber immediately shoots the customer in the head and shouts..

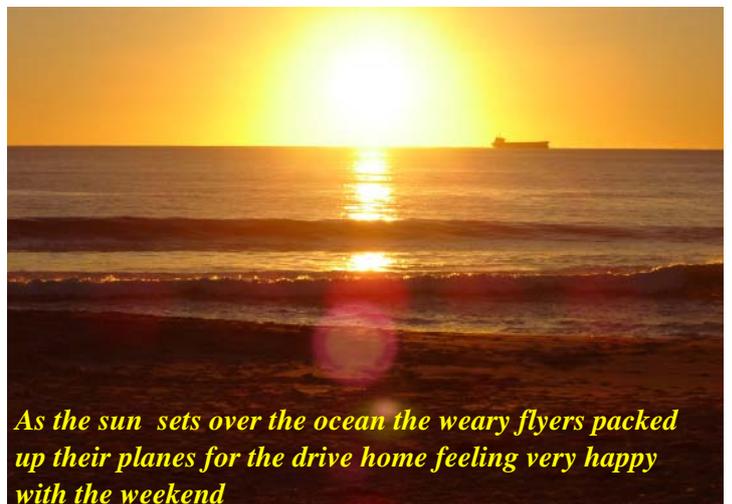
'Did anybody else here see my face?'

The robber notices another customer peering from behind a counter and goes over and shoots him in the head also.

'Did anybody else see my face?' he shouts again, waving his gun around.

There is silence for a few seconds before a male voice is heard from a distant corner.

I think my missus caught a glimpse....'



As the sun sets over the ocean the weary flyers packed up their planes for the drive home feeling very happy with the weekend

Some details here on Dodgy's experimentation and figures based on his new thrust meter, electric motor, batteries and a variety of props.

Performance factor = n = kgms thrust/kW (higher is better)

6 cell battery (22Volts)

12x4 RAM prop 12,300 rpm giving 2.8kgs thrust @31Amps 663 Watts n = 4.22

12x10E Turnigy prop 10,500 rpm giving 4.5kgs thrust @64A 1273W n = 3.53

12.5x6 BOLLY prop 11,200 rpm giving 3.9kgs thrust @48A 1008W n = 3.87

12.5x8 BOLLY prop 10,500 rpm giving 4.4kgs thrust @58A 1160W n = 3.79

13x4 APC prop 11,500 rpm giving 3.9kgs thrust @41A 849W n = 4.59

13.5x6 BOLLY prop 10,800 rpm giving 4.9kgs thrust @60A 1224W n = 4.00

5 cell battery (18Volts)

13x10E Turnigy prop 9,300 rpm giving 4.45kgs thrust @75A 1393W n = 3.19

14x7E Turnigy prop 9,500 rpm giving 4.95kgs thrust @70A 1302W n = 3.80

I think from the above that this motor would be a '60-90' glow equivalent. Note that the maximum watts for the motor is 1500 which should not be exceeded as it will overheat. Whilst every motor is designed for a certain operating voltage range the higher the voltage then the higher the efficiency as you need less current for the same power.

Lower currents dissipate less heat (which is wasted energy) as heat losses are amps x amps x resistance of motor plus electronic switching devices. Also note that the lower pitch props appear to have a better efficiency but again different prop manufacturers will have different performances so that would need to be allowed for as well.

For this motor a 13x4/6 APC would be a good choice for a sports plane (up to 4gs) with say a 5000maH 20C 6 cell battery giving a flight time of around 5-6 mins. A lighter sports plane (up to 3kgs) could use a 12x4/6 with a

000maH battery and probably have a similar flight time. For a heavier pattern plane/warbird of around 4-5kgs then a 12x8/10 or 13x8 would be the go with a >6000maH 6S battery or 13x10E with a >8000maH 5S battery.

Another good guide for power requirements is 200W/kg weight for a lively sports plane.

Anyway long way to go yet.....as I used to say to the kids on the way to Kalbarri!

Dodgy.

A fireman is polishing his fire engine outside the fire station when he notices a little girl next door in a little red cart with little ladders hung on the side and a garden hose tightly coiled in the middle.

The little girl is wearing a fireman's helmet and has the cart tied to a dog and a cat.

The fire-fighter walks over to take a closer look: 'That's a lovely fire engine,' he says admiringly.

'Thanks,' says the little girl. The fireman looks closer and notices the little girl has tied one of the cart's strings to the dog's collar and one to the cat's testicles.

'Little colleague,' says the fire-fighter, 'I don't want to tell you how to run your fire engine, but if you were to tie that rope around the cat's collar, I think you could probably go a lot faster.'

The little girl pauses for a moment, looks at the wagon, at the dog and at the cat, then shyly looks into the fireman's eyes and says:

'You're probably right, but then,

I wouldn't have a bloody siren, would I?'

Deeply profound thoughts by men while fishing.

Two men are out ice fishing at their favorite fishing hole, just fishing quietly and drinking beer.

Almost silently, so as not to scare the fish, Bob says, 'I think I'm gonna divorce my wife. She hasn't spoken to me in over 2 months.'

Earl continues slowly sipping his beer, then thoughtfully says, "You better think it over, Bob."

"Women like that are hard to find."

Medical Tip for September.

Snake Bite !!

With the pending arrival of summer snakes will be more active around the field so we need to be proactive with snake bite treatment should it occur at the flying field.

About 3000 real or suspected cases of snake bite occur each year, in at least 300 of these the victims require antivenom. Many cases of snake bite injuries are caused by human stupidity, the speed with which an alarmed venomous snake can bite is quite remarkable.

Snakes should be left alone unless they are near houses, playgrounds etc (or flying fields) they will quietly slide away back into their own environment. It is now an offence to kill a snake it could constitute a fine of up to \$2,000.

At least 70% of snake bite injuries occur to the lower limbs, bites to the head, neck or trunk of the body are rare. The venom is deposited subcutaneously as a blob of liquid and often only a small amount of venom is injected. The systemic spread of venom is dependent largely on its absorption by way of the lymphatic system or small blood vessels. Furthermore, lymph production is reduced markedly by immobilization of the limb and its central movement easily is retarded by constrictive bandage at pressure less than either the arterial or the venous pressure.

Research has shown that the application of pressure to the bitten area when combined with immobilisation of the limb effectively delays the central movement of venom.

An elastic bandage should be used for this application, it should be applied at about the same pressure required for a sprained ankle and the whole limb must be splinted.

If this procedure is followed when someone has been unfortunate enough to be bitten will bide a lot of time for the patient whilst transporting to medical aid.

Research has shown very little venom reaches the circulation, even after several hours if the pressure immobilisation bandage is applied and maintained.

Snake Bite Management:

Pressure Immobilisation bandage method:

Place a dressing over the bite site (to localize bite area)

Apply an elastic bandage at least 7.5 cm wide at the extremity of the limb ie, fingers or toes, and apply even firm pressure over the full extent of the limb to arm pit or groin covering the bandage at least 50% with each wrap.

Place the limb onto a splint and completely cover the entire limb by immobilising it securely to the splint.

Do Not walk or run the patient — minimize movement of all limbs.

Do Not wash bitten area.

Do Not remove bandage.

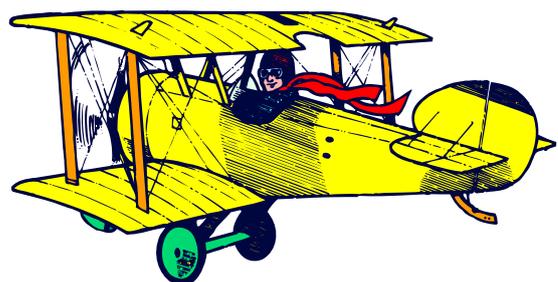
Do Not elevate.

Do Not take snake with you.

Urgent Medical Aid

Note time of bite and application of pressure immobilisation bandage

This is the most common type of snake seen around the field, Tiger snake.



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