

Propwash

August 2011

From the President



This year we seem to be having an increase in membership numbers which is great to see this gives an opportunity for members to pass on information to those that are new to the hobby.

Most will not have noticed the change in the field's ownership, YES the field sale has finally taken place, and now for the negotiation of the lease with the new land owners.

Now we can move forward with organizing some of the long desired facility improvements.

With the scale rally being postponed, due to the dates of the long weekend being changed, this gives us a little longer to prepare so be on the look out for the busy bee and consider some of the little jobs at the event like cooking duties and raffle ticket sales.

There is a bit of work required when we prepare for these events, before, during the event and after the event clean up. If all members contribute a little to this the work load is shared and it makes the task much better for all.

As mentioned the field is now in new hands, it is no longer Clappie's back paddock it is now a state flying field, it still looks the same, however, nothing has been discussed at this stage on the management of the field but talks will continue.



Members may not see any obvious changes as to how the field is run and there may not be anything major but we do now have a new landlord we have to answer to into the future.

From The Editor:

It has finally happened, the weekend weather conditions are on the improve and this was very evident when you seen the activity at the field last Sunday.

The flight line was very busy all morning with pilots enjoying the improved conditions. I did have reason during the morning to assist a pilot retrieve his downed plane from the outfield and found that there was a lot of water hidden beneath the long grass, I strongly recommend for a few more months that you keep your plane in close proximity to the runway when landing.

The Scale Rally weekend has been set in stone, unusual for the long weekend to commence on a Friday but I am sure it will be a good flying weekend for all.

Watch this space for details of a busy bee prior to the weekend, there is no requirement to conduct too many of these each year, however, for an event like this it is good to ensure the field and facilities are in good condition.

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

Scale Rally	28th—30th October 2011
Busy Bee	Watch this space.

Sunday 31st July, weather forecast, another cold front crossing the coast rain with strong wind alert, wind gusts up to 110 KPH (and they did) as a result very few flyers attended the field that morning.

There were three who braved the appalling weather condition and arrived at the field as normal, however, not a single plane was seen in the pit area.

These three conscientious flyers did achieve something on that morning, each one attained their Bronze Wings in Kit flying. A stunt kit was sent aloft in the strong winds just for something different and it proved a real challenge to maintain control. At times it was difficult to remain in the one spot on the flight line due to the wind pressure on the kit and lines, Anthony's son had a problem maintaining his footing due to his small structure and the strong winds.

Each flyer was put through a series of disciplines to ensure that they had full control of the kit, knife edge, rolls, spins and loops but at times it proved too much with the kit doing it's own thing. At the end of the day all three, Anthony, Grahame and Ron were all passed out with their Bronze Wings in kit flying.

I think it would be advantageous for them to stay with flying model planes, "no strings attached", but all had an enjoyable morning flying, it was certainly something different.

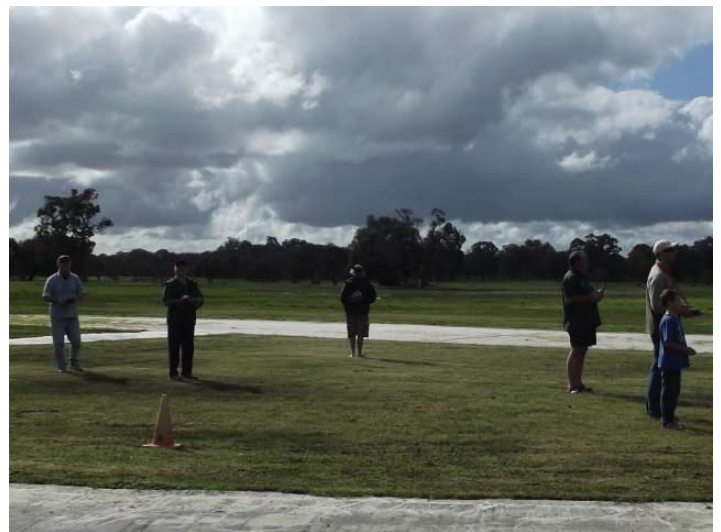


Troy Lucey appears to be looking for a reduction of his annual membership fees, when issue discussed he indicated that he was not very often using the runway when he lands so that should constitute a reduction in his fees. The committee are still procrastinating over the issue !!

Sunday 6th August, great, a change in the weather and it was for the better. The flight line was crowded with very little standing room all morning and the sky was not much better with pilots taking the advantage of the settled weather conditions.

Flying conditions were ideal with little or no wind, there was a bit of cloud early in the morning as the picture indicates, however, that cleared to produce a clear warm day.

It was good to feel a buzz around the field again as the cold wet weekends subside, with the conditions improving as we proceed out of the winter months we can look forward to more of these enjoyable flying days at the field.



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Son: 'Mum, when I was on the bus with Dad this morning, he told me to give up my seat to a lady.'

Mom: 'Well, you have done the right thing.'

Son: 'But mum, I was sitting on daddy's lap.'

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Stop Press!!

The production of the Propwash takes quiet a bit of time and organizing to get a meaningful news letter to you, the members, that is both interesting and informative. I have asked previously for any articles of interest that you would like to share with your fellow members but have had very little response.

This is your newsletter and it could be improved with your input, if you get a chance you could put together a pilot profile, ie time in the sport and any interesting issues along the way for inclusion in future editions to share with other members.

South West Associated Radio Modelers Society

Financial Report July 2011

INCOME SUMMARY

Canteen		\$220.55
Fees		\$3,185.00
Donations		\$100
	Total	\$3,505.55

EXPENSE SUMMARY

Origin Gas		\$105.00
AGM Brekky		\$65
AWA		\$1,730.00
Canteen supplies		\$95
	Total	\$1,995.50

Cash at Bank End of July 2010 \$9,845.38

Monthly Outcome Profit/Loss \$1,510.05

Interesting findings !!

This year we experienced and are going to experience four unusual dates:

1/1/11, 1/11/11, 11/1/11, 11/11/11;

That's not all ... take the last two digits of the year in which you were born;

Now add the age you will be this year, and the result will be 111 for everyone!

For example - Harry was born in 1957, and 57 + 54 = 111

This is the year of Money!!! (America might not agree)

This year October will have 5 Sundays, 5 Mondays and 5 Saturdays.

This happens only every 823 years.

Try this "NOW" because there is a pretty good chance you will not be around when this comes up again.

Senility

An elderly man went to his doctor and said, "Doc, I think I'm getting senile. Several times lately, I have forgotten to zip up."

"That's not senility," replied the doctor. "Senility is when you forget to zip down."

Suspicious action or what !!

A man and a woman were asleep like two innocent babies.

Suddenly, at 3 o'clock in the morning, a loud noise came from outside.

The woman, bewildered, jumped up from the bed and yelled at the man.

'Holy crap. That must be my husband!'

So the man jumped out of the bed; scared and naked jumped out the window. He smashed himself on the ground, ran through a thorn bush and to his car as fast as he could go.

A few minutes later he returned and went up to the bedroom and screamed at the woman,

'I AM your husband!'

The woman yelled back, 'Yeah, then why were you running?'

And then the fight started.....

It's "BIG", "BOLD", and when it is completed it will be "BEAUTIFUL"

It's the next big project undertaken by "Woody" Woodhead. The Catalina float plane.

Woody certainly doesn't play around with small stuff anymore, since his very successful "Spruce Goose" project it appears that there is no room for any small projects anymore. If you have problems seeing them in the air Woody it might be easier to get a pair of glasses.

It will be powered with two DL 30 engines and this will be a bonus when getting them started compared to the eight fitted on the Spruce Goose.

It is almost ready for painting and then it will take on a whole new image, Rob with his project in the background.



The engine mounts that will house the power units for this plane, two 30cc DL engines supplied by DL Engines Australia (Scott)



The large tail assembly, the elevators take up a large portion of the tail plane



The wing structure and fuselage access, hopefully it is all well sealed and waterproofed.



All setup ready for painting then the fitting out of motors and electrics.



Grahame has taken on a new challenge with his flying, he is going from fixed wing aircraft to trying his hand at rotary wing aircraft.

He is seen here under the watchful eye of Ian with his electric chopper getting a bit of practice.



Getting it all right prior to lift off.



Steady, steady, lift off.



"If the wings are traveling faster than the fuselage it has to be a helicopter and therefore unsafe."

Scott's Skyfun jet that has impressed those who have witnessed it in flight, with the modified motor set up it has been clocked at around 220 kph during a routine flight over the field. The fast speed of this aircraft means that the pilot does have to be on the ball with his flying skills as there is little time to respond to an incorrect input to the flying surfaces on the plane.

When things go wrong at these speeds the end result occurs in a very short period of time and the consequences can be terminal.



Oop's the clipped wing version after a mishap.



A flight attendant was stationed at the departure gate to check tickets.

As a man approached, she extended her hand for the ticket and he opened his trench coat and flashed her.

Without blinking an eyelid she said,

"Sir, I need to see your ticket not your stub."

“Reece goes solo”

With only three weekends guidance on the buddy radio and club trainer Reece went solo on Sunday 17th July, some people have the ability to pick up the skills quickly and Reece was one of these, others struggle with the concept of flying. He picked up the skill with out any effort at all, I did not get much practice correcting his mistakes the number of times I had to take control of the plane to correct any of his errors during that period could be counted on one hand.

He proved to be a very enthusiastic student and has already obtained a Boomerang 60 and a Boomerang 40 for his hanger, the Boomerang 40 was the plane he used for his solo flight.

Going through final pre flight checks prior to his solo flight.



He is seen here with his plane (still in the same shape) after his solo flight



Congratulations Reece I trust there will be many enjoyable flying hours ahead for you, happy landings.

Everyone has a photographic memory. Some, like me, just don't have any film.

New project underway, Scott has commenced work on his P-38 ARF but I have been informed that there is lots of work required to get it together.

Lots of measuring needed to line up the two booms, as none of the mounting holes are pre-drilled and the instruction only give some basic measurements, throws, CG and that is it.

Model

100" P-38 Lightning

2 x 30cc Petrol Engines (prob going to use the SYSSA 30cc in these rear carb/exhaust setup)

Fibreglass fus, Balsa sheeted/glassed wings, split flaps (2 each side)

14 servos & flying weight expected to be about 13~14kg

I am sure that the finish product will produce a real scale model that looks and fly's well, watch this space for updates on the progress.



Looking through old editions of Propwash on the web and came across this item of news which was under discussion in February 1993. I recall a few months back the current committee were requesting the same details and todate we still have not progressed on a firm decision.

Scott sent around several designs for comment about an update to the design and apart from a few verbal discussion in and around the pits it is still unresolved.

Give it some urgent thought and make some suggestions to the committee so we can finalise this issue.

Club Badge/Logo

The committee is seeking ideas about how to change the existing badge which some think is a little misleading with its reference to 'Bunbury'. Most members seem to like the graphics and it is thought at this stage to just change the word 'Bunbury' to something else like 'South West' or 'Capel' or even 'Elgin! Let the committee know your thoughts as then we can go ahead and get some badges/tee-shirts made. Just imagine walking in to the Perth model shops with an 'Elgin' logo on your tee-shirt! That should strike up a conversation! Another suggestion was 'Clappy's Paddock' but most thought that was just a load of bull...

The old and the new in flying formation.



Impressive sight



Nice tight formation flying, oh the ships are ok also.



**ATTORNEY: ALL your responses MUST be oral, OK? What school did you go to?
WITNESS: Oral.**

What are seniors worth ??

Remember, old folks are worth a fortune.

With silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet and gas in their stomachs.

I have become a little older since I saw you last and a few changes have come into my life.

Frankly, I have become a frivolous old girl.

I'm seeing five gentleman everyday.

As soon as I wake up Will Power helps me out of bed, then I go to see John.

Next it's time for Uncle Toby to come along followed by Bill T.

They leave and Arthur Ritis shows up and stays for the rest of the day.

He doesn't like to stay in one place so he takes me from joint to joint.

After such a busy day I'm really tired and glad to go to bed with Johnny Walker.

What a life!

Oh Yes, I'm also flirting with Al Zymer.

P.S. The preacher came to call the other day. He said that at my age I should be thinking about the hereafter. I told him, oh I do, all the time. No matter where I am, if in the parlour, upstairs, in the kitchen or down in the basement, I ask myself, now what am I here after.

It's time to get the Scale Models out of the closet dusted off and in readiness for the upcoming Scale Rally in October, it may seem a long way off but it is almost December already, were has the year gone ?

Any suggestions as to how the day could be improved would be appreciated by the committee, this is our one big event for the year so we need to do everything necessary to make it a good weekend for all.

There is sure to be a well attended BBQ on the Saturday evening so place this weekend in your diary to ensure you don't miss out.

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An elderly man goes into a brothel and tells the madam he would like a young girl for the night. Surprised, she looks at the ancient man and asks how old he is.

"I'm 90 years old," he says.

"90!" replies the woman.

"Don't you realize you've had it?"

"Oh, sorry," says the old man. "How much do I owe you?"

With the sale of the field now completed the SWARMS Flying Field is officially in the hands of the new owners MAAA, it is now officially a state flying field. It has been a long drawn out process with a lot of work going on behind the scenes to finally achieve this positive outcome, the majority of the time has been taken up with “Red Tape” issues which explains why there did not seem to be any visible progress for a considerable length of time.

I thought it would be a good time to reflect a little on a bit of history related to where we came from to where we are today and I have searched the archives by reviewing a few old stories in the early edition of the Propwash Magazine from 2003 on as these are the first editions on the web page.

I have found some interesting reading on the history of the field and also researching through the old minutes gives you an idea of what the issues were back then compared to current issues. I am not going to print any of the interesting things that I have found because they are readily available on the SWARMS web page, I also would not like to breach any copyright on these documents. I would recommend one evening when you are not building or repairing to flick through these interesting news files.

The caravan served as a club room in the early days and I would consider it to be a bit cramped at the monthly meetings but evidence shows that it done the job at the time. With the completion of the new club rooms the old van was placed on the scrap heap and torched along with a lot of fond memories, it is still referred to on occasion around social events but it is long gone. Even though the field is under a new owner the management will still be under the control of SWARMS, interesting times ahead.

From this !!



Brenda saying goodbye to the old donga (no - she's not leaving Dennis!)

To This !!



The finished Club House



Whatever happened to the caravan.....?

I hope there was an emergency evacuation plan in place here !! May have been the result of heated meeting.



The end of the old clubhouse (did Dennis leave the chip pan on?)

"Computer program tips"

Dear Tech Support,

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slow down in overall system performance - particularly in the flower and jewelry applications, which operated flawlessly under Boyfriend 5.0.

In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5 and then installed undesirable programs such as AFL 5.0, The Ashes 3.0, and Golf Clubs 4.1.

Conversation 8.0 no longer runs, and Housecleaning 2.6 simply crashes the system. I've tried running Nagging 5.3 to fix these problems, but to no avail.

What can I do?
Signed, Desperate

Dear Desperate:

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an Operating System.

Please enter the command: 'http: I Thought You Loved Me.html' and try to download Tears 6.2 and don't forget to install the Guilt 3.0 update. If that application works as designed, Husband 1.0 should then automatically run the applications Jewellery 2.0 and Flowers 3.5.

But remember, over use of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0 or Beer 6.1.

Beer 6.1 is a very bad program that will download the Snoring Loudly module.

Whatever you do, DO NOT install mother-in-law 1.0 (it runs a virus in the background that will eventually seize control of all your system resources).

Also, do not attempt to reinstall the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance.

We recommend Food 3.0 and Hot Lingerie 7.7.

Good Luck, Tech Support

Rather spectacular display of smoking it up here.



Dave Pointon arrived at the field with this streamlined jet for a fly, he indicated that he had flown it prior to this but not at the field. It was a detailed model that flew very well with a fair degree of speed and maneuverability after it



“THE LAWS OF REALITY”

*** Law of Mechanical Repair**

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

*** Law of Gravity**

Any tool, when dropped, will roll to the least accessible corner.

*** Law of Probability**

The probability of being watched is directly proportional to the stupidity of your act.

*** Law of Random Numbers**

If you dial a wrong number, you never get a busy signal and someone always answers.

*** Law of the Alibi**

If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

*** Variation Law**

If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works every time).

*** Law of the Bath**

When the body is fully immersed in water, the telephone rings.

*** Law of Close Encounters**

The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

*** Law of the Result**

When you try to prove to someone that a machine won't work, it will.

*** Law of Biomechanics**

The severity of the itch is inversely proportional to the reach.

*** Law of the Theater**

At any event, the people whose seats are furthest from the aisle arrive last.

*** The Coffee Law**

As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

*** Murphy's Law of Lockers**

If there are only two people in a locker room, they will have adjacent lockers.

*** Law of Physical Surfaces**

The chances of an open-faced jelly sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.

*** Law of Logical Argument**

Anything is possible if you don't know what you are talking about.

*** Law of Physical Appearance**

If the shoe fits, it's ugly.

*** Law of Public Speaking**

A closed mouth gathers no feet.

*** Law of Commercial Marketing Strategy**

As soon as you find a product that you really like, they will stop making it.

*** Doctors' Law**

If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. Don't make an appointment and you'll stay sick.

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Seen a few of these jets (electric) at the field but nothing like this.



I couldn't find my luggage at the airport baggage area. So I went to the lost luggage office and told the woman there that my bags never showed up. She smiled and told me not to worry because she was a trained professional and I was in good hands. 'Now,' she asked me, 'Has your plane arrived yet?'...

(I work with professionals like this.)

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While looking at a house, my brother asked the estate agent which direction was north because, he explained, he didn't want the sun waking him up every morning. She asked, 'Does the sun rise in the north?' When my brother explained that the sun rises in the east, and has for some-time, she shook her head and said, 'Oh, I don't keep up with that stuff'

****They Walk Among Us!!****

ATTORNEY: Do you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 p.m.

ATTORNEY: And Mr. Denton was dead at the time?

WITNESS: No, he was sitting on the table wondering why I was doing an autopsy on him!

“Husband Store”

A store that sells new husbands has opened in New York City, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates:

You may visit this store **ONLY ONCE!** There are six floors and the value of the products increase as the shopper ascends the flights. The shopper may choose any item from a particular floor, or may choose to go up to the next floor, but you cannot go back down except to exit the building!

So, a woman goes to the Husband Store to find a husband. On the first floor the sign on the door reads:

Floor 1 - These men Have Jobs

She is intrigued, but continues to the second floor, where the sign reads:

Floor 2 - These men Have Jobs and Love Kids.

'That's nice,' she thinks, 'but I want more.'

So she continues upward. The third floor sign reads:

Floor 3 - These men Have Jobs, Love Kids, and are Extremely Good Looking.

'Wow,' she thinks, but feels compelled to keep going.

She goes to the fourth floor and the sign reads:

Floor 4 - These men Have Jobs, Love Kids, are Drop-dead Good Looking and Help With Housework.

'Oh, mercy me!' she exclaims, 'I can hardly stand it!'

Still, she goes to the fifth floor and the sign reads:

Floor 5 - These men Have Jobs, Love Kids, are Drop-dead Gorgeous, Help with Housework, and have a Strong Romantic Streak.

She is so tempted to stay, but she goes to the sixth floor, where the sign reads:

Floor 6 - You are visitor 31,456,012 to this floor. There are no men on this floor. This floor exists solely as proof that women are impossible to please.

Thank you for shopping at the Husband Store.

PLEASE NOTE:

To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

The first - floor has wives that love sex.

The second floor- has wives that love sex and have money and like beer.

The third, fourth, fifth and sixth floors have never been visited.

Although this looks like a picture taken from a Hollywood movie, it is in fact a real picture taken near the South African coast during a military exercise by the British Navy.

It has been nominated by National Geographic as “The photo of the year”.

Wonder what this guy on the ladder said to the pilot when he got back onboard. If he was that lucky !!



Flying is much less hazardous or is it.



My wife sat down on the couch next to me as I was flicking channels. She asked, What's on TV ?

I said, “Dust”

And then the fight started

There are a few things that a student pilot should keep in mind when preparing for each flight. These will help in getting the feel for the model in flight.

- Be *very* gentle with the controls. It takes very little movement to get the model to execute a maneuver. Remember that the farther the stick is moved, the more the control surface moves and the more the model will respond.
- As long as the stick is held in a control position, the maneuver will continue. This is most important when using the ailerons. When the stick is moved to roll the model, it will continue to roll as long as the stick is held in that position.
- Fly it in...fly it out. When a maneuver is executed, it takes equal and opposite controls to overcome it and return to normal flight. A turn requires the movement of the ailerons in the desired direction of the turn. To recover from the turn, opposite aileron input is required.
- Keep the model *high*. A Certified Flight Instructor once said, "The two most useless things to a pilot are air above you and runway behind you." By this he meant that if a pilot gets into trouble, he must have plenty of air below him to recover. When landing, the runway that is behind the airplane after touchdown is wasted because there is a reduction in length of runway to take off again in case of trouble.
- Keep the model in sight. Do not fly *too* high nor *too* far away. Although the trainer may seem fairly large, it is easy to get it far enough away so that it is difficult to see its orientation. Do not fly into the sun. A moment of blindness caused by the sun can be long enough to lose a model.
- Do not become discouraged. There will be times when nothing seems to go right. Each maneuver results in a near catastrophe. Everyone who flies R/C models today has been through this in learning to fly. Do not give up. The next session will be better.

· **DO NOT PANIC.** When a maneuver goes wrong, take all the time necessary to recover from the mistake. Panic will cause a student to over-

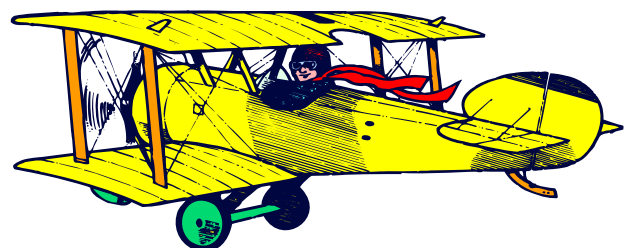
control in an attempt to recover and cause the condition to worsen in the opposite direction. Although the instructor may seem to be a casual observer standing at the side of the student, he will be watching in case the student gets his model in a dangerous situation.

The first few flights will begin with the instructor doing the take-off and checking out the model. The student should watch the airplane as the instructor explains each control movement as it occurs. This will give insight into what is required to execute a take-off. The same will be true for the landing. Learning to properly land a model is by far the most difficult part of learning to fly. The model is most vulnerable when on the approach to landing because of the close proximity to the ground, its slow air-speed, the reduced responsiveness to control input, and the disorientation due to reversed control.

When the instructor has flown the airplane to sufficient altitude, usually 150 to 200 feet, he will ask the student if he is ready to take control. It is normal to be nervous at this point. Assuming that the student is using a buddy box, the instructor will give control to the student by pressing and holding the trainer switch. He will tell the student the maneuvers that he wants him to perform and how each one is to be done. He will give him instructions as to how improve each maneuver as it is being done. He will have him perform gentle turns left and right, flying ovals around the field, flying rectangles and figure eights. Each maneuver serves a purpose in building the skill of the student pilot. The student will progress to steeper turns, slow flight and stall recovery, each in itself a maneuver required to learn to land.

If at any time, the student should get into trouble, the instructor can take control of the model simply by releasing the training switch. He can avoid a mishap and take the trainer back to a safe altitude. The instructor will not let a situation build to a point that is beyond his ability to recover yet he will allow the student time to attempt the recovery on his own.

Ron Waller SWARMS Instructor



Catch you when we fly into the next edition !!