

Propwash

May 2011



From the President

Grahame has been actively involved in other duties over the past couple of months and has had little time to enjoy his Sunday flying. He has just returned from interstate and will shortly be getting back into it.

One issue that has been raised with him is that the AGM is scheduled for June 2011 and here is an opportunity for members to nominate for executive positions within the club for the pursuing 12 months.

Any organization has to have people in these positions for it to effectively operate, our club is no exception, these are the people that make the executive decision along with consultation with it's members to work towards the best outcome for all.

With the field purchase in it's final stages of completion there will soon be some new challenges to work through, I am sure that the committee and the members will meet these challenges positively and work towards building a better club and field for the future.

If everyone does a little the work load is shared, it is important to ensure that it is not just left to a few as these few will burn out, the results of this being nothing gets done.

The following position will be declared vacant at the meeting and I would urge you to consider taking one of them on, there is not a large workload in any of these positions.

- ***President**
- ***Vice President**
- ***Secretary**
- ***Treasurer**
- ***Canteen Manager**
- ***Safety Officers**
- ***Propwash Editor**



Dates to Remember

- | | |
|-------------------------------|--|
| <i>General meeting</i> | <i>Sunday 15th
May 10 am</i> |
| <i>AGM</i> | <i>Date to be fixed
in June</i> |

From The Editor:

April has been a very busy month for flying with the Float plane weekend at Margaret River, Warbirds at Mundijong and the Easter "Watt's" electric flyin at the field.

It was good to see the large number of electric plane and helicopters that participated in the Easter weekend flyin, it proved to be a very successful weekend with the sound barrier not breached at any time.

The only real problem was the wind, maybe next year we can hold a kite flying weekend in conjunction with this to make use of the wind. Thank you to Ian Clapp for arranging the weekend and to the members and wives who assisted also to those flyers from other clubs who supported it.

One of the highlights of the weekend was the speed that Scott's SkyFun was clocked at, top speed of 151Mph during a dive, however he was unable to maintain top speed for any period of time due to the plane disappearing from view at a very fast pace.

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

Sunday 27th February was the first real good day this year for flying and the numbers at the field certainly reflected the change in the weather. It was great to see that the strong winds that have persisted over the past eight weeks had finally subsided and those who came out enjoyed their flying experience.

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Woody finally received a very good write up in the February edition on RCM News about the construction of the "Spruce Goose" under the heading of "The Project" it covered from the start of construction to actual test flight.

This has been a long time coming but I suppose it has been worth the wait, we have been privileged to many exciting flights whilst waiting for this article to appear in the press.

Many of the readers of the article will never get the chance to actually experience it in flight, however, they now have an appreciation of the extent of the project and the success of the Goose in flight.

Congratulations again Woody on this mighty achievement. (Proves that you are not just a retired Plumber)



What's the difference between Mums & Dads?

1. Mums work at work and work at home and Dads just go to work at work.
2. Mums know how to talk to teachers without scaring them.
3. Dads are taller & stronger, but Mums have all the real power 'cause that's who you got to ask if you want to sleep over at your friend's.
4. Mums have magic, they make you feel better without medicine.

"Safety Warning"

During one of the very windy morning and high fire danger period at the field recently one of the members disposed of his cigarette butt in the fire pot outside the club house, which was the correct thing to do.

This occurred just prior to the lunch time pie session, as members were seated enjoying their pie smoke was seen coming out of the chimney, the cigarette butt had ignited the contents of the fire pot so members quickly extinguished it with water.

On inspection of the fire pot to see what was burning a Lipo battery was found amongst the contents, this had obviously been placed in there after it had been damaged in a crash. The attached photos show the extent of the damage to the battery. If the battery is in this condition it would be safe to say the plane will not fly again.



Members, this is not the method to be adopted to dispose of batteries, if you have a misfortune resulting in damage to you battery please ensure that you remove it from the field and dispose of it correctly.

Anthony has been on the computer chasing the bargains again and turned up at the field with this well presented plane on 27th Feb. His enthusiasm turned to grief when he placed it onto the scales only to find it fitted into the heavy model category. (7.6 kg)

Fortunately, Ian Clapp was at the field and he was able to certify it prior to a test flight, Anthony came back to the pits with a smile on his face after the first flight as not only did the plane pass inspection it also flew very well.



Ian Humphro was getting prepared for the Electric Flyin he arrived at the field with this very well detailed electric Corsair and was pleased with the test flight.

The usual couple of clicks of elevator and the plane bussed around the field with ease, however, he has experienced some problems with recent flight which he is still sorting out. It did not make it to the Electric flyin.



Members caught relaxing at the Float Plane Flyin



Signs of the times !!

On a Plumbers truck: Don't sleep with a drip. "Call a Plumber"

Pizza shop slogan: "7 days without pizza makes one weak."

At a Towing Company: "We don't charge an arm and a leg. We want tows."

On an Electrician's truck: "Let us remove your shorts."

At a Car Dealership: "The best way to get back on your feet—miss a car payment"



I took my wife to a restaurant. The waiter, for some reason, took my order first.

"I'll have the strip steak, medium rare, please."

He said, "Aren't you worried about the mad cow?"

Nah, she can order for herself."

And then the fight started...

I thought that I would never go electric, however, I have tried it and I am now having second thoughts. No fuel problems to clean, no starting problems, just plug and fly. Three of my electrics at the flyin.

The Blue Angle F18



Scott's new electric unit, this is very maneuverable in flight virtually turns and flips in it's own length and very stable. Or is it just the skill of the pilot.



Pitt's Special Bi Plane



Anthony excelling in the kitchen again.



Cessna 182



The Clapp family enjoying the evening BBQ



I believe this Extra has been around a few of the club members, however, it had not been flown. I picked it up from Eddy recently and have since completed it.



It has been test flown, during the first flight it went dead stick whilst doing a stall check and it arrived back on the runway without incident, good thing to perform these check with some height.

After a few checks it went skywards again and performed very well, the 160 motor is more than enough power and handled very well throughout a series of rolls, loops and vertical climbs.

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A man died and went to Heaven. As he stood in front of the Pearly Gates, he saw a huge wall of clocks behind him. He asked, 'What are all those clocks?'

St. Peter answered, 'Those are Lie-Clocks. Everyone who has ever been on earth has a Lie-Clock. Every time you lie, the hands on your clock move.'

'Oh', said the man. 'Whose clock is that?'

'That's Mother Teresa's', replied St. Peter. 'The hands have never moved, indicating that she never told a lie.'

'Incredible', said the man. 'And whose clock is that one?'

St. Peter responded, 'That's Abraham Lincoln's clock. The hands have moved twice, telling us that Abraham told only two lies in his entire life.'

'Where's Julia Gillard's clock?' asked the man.

St Peter replied, 'Jesus has it in his office.'

“He uses it as a ceiling fan.”

For Sale

“New Boomerang 40”

Partially completed with landing gear, wheels, pushrods, engine mount and wings assembled

Ready for installing Radio gear and motor.

Asking Price **\$95.00** (Hot Special)

Contact Roger Veen Phone 9796 1812

Danny Anspach arrived at the field with this very nice scale electric kit of the Mitchell Bomber and set it up for test flight. After the usual range check and surface movement checks he taxied out for take off.

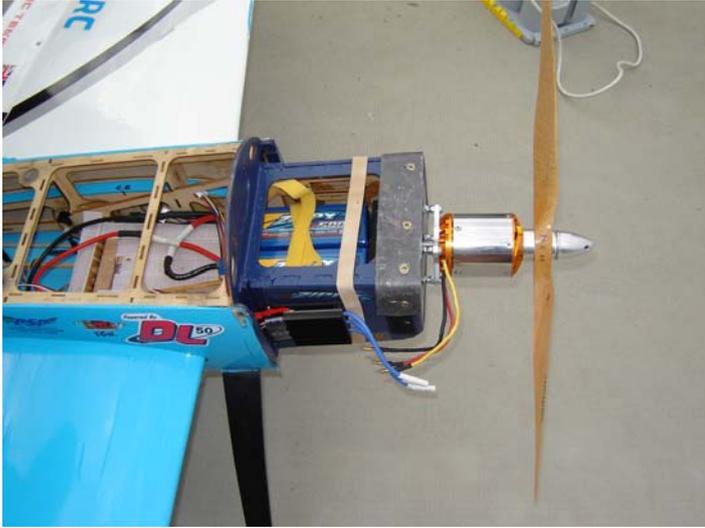
Its movement down the strip was direct and it lifted off after only a short run only to loose radio contact a short distance into the flight, luckily it went into failsafe mode and came down with only slight damage considering the potential for disaster. It did not make the Electric Flyin



Oop’s, motor failure to Kev’s P38 electric Lightning.



Dennis Green is pushing the electric envelope here, fitted an electric motor to Dave's ex Dolphin getting ready for test flight. Everyone is waiting patiently to see how effective this electrical set up is with this size plane in the sky.



Hector the flight inspector oop's, Ian Clapp, caught here casting his eye over the setup and recommending some modification prior to the test flight.



Anthony's "BIG YELLOW CUB" is slowly coming together, these pictures show the progress to date. Either Brianna has shrunk or the plane is indeed large. I have heard he is looking for an actual pilot to take it up for air trials so if a small person is available just talk to Anthony.



The Green hanger at the electric flyin, not all of these planes flew on the day.

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It's 2012 and it's the Olympics in London .

A Scotsman, an Englishman and an Irishmen want to get in, but they haven't got tickets.

The Scotsman picks up a manhole cover. Tucks it under his arm and walks to the gate.

"McTavish , Scotland " he says, "Discus" and in he walks. The Englishman picks up a length of scaffolding and slings it over his shoulder.

"Waddington - Smythe , England " he says, "Pole vault" and in he walks.

The Irishman looks round and picks up a roll of barbed wire and tucks it under his arm,

"O'Reilly, Ireland ," he says, "Fencing".



R.I.P



It Happened on Sunday 27th February at approximately 1109 hours, those who were at the field on that day at that time witnessed the passing of Grahame's well known well flown "Speed Air".

It is assumed that the termination of this aircraft was the result of an aileron failure, however, there was not enough of the plane left to confirm this on inspection. It was known to have had several mishaps during it's long and colorful flying life, several due to mechanical problems and some have been proven to have been caused by pilot error.

You may have noticed that the shares in 3M Scotch tape company have slumped recently, as this plane had a considerable amount of tape holding it together as a result of these mishaps. On inspection of the remnants scattered around the paddock it was considered that there would not be enough tape available in Australia to get this plane back into the air.



Dennis dear, you broke it, no bread and milk for another week now.



Picture of the Goose's first flight off water at Flinders-bay vineyard in Karridale last year.



Two planes catching the last bit of flight time as the sun goes down



Not a good example here !! No skippers ticket, no life jackets and consuming alcoholic beverage whilst in command of a vessel.



Float Plane Flyin

The Float weekend at Flindersbay vineyard in Karridale had a pretty good turn out, considering the wind!

The time to fly seemed to be early morning and just before sunset. Saturday was fairly gusty but still flyable.

I managed to dunk mine twice in a row, but persistence paid off and after some quick drying out of the engine and a few servo connections I was back in the air again.

It is well worth making everything as water tight as possible!

Saturday just before sundown was magnificent with glossy water and no wind. I managed to sneak a couple of quick flights in with the moon high in the sky, and the sun disappearing over the horizon. Early Sunday morning was also very nice, but then the wind picked up, and by mid morning most had packed up and left or where on the way.

There were floats of all sizes and types. From Clappy's little beastie that appeared as though someone had put floats on a fart! to Dave from Albany's big 35% Yak with a twin inline 60cc SuperTiger engine.

Ray Anderson's Flybaby, Dave's big Yak and Clappy's fart on floats were my personal favourites for the weekend. And one of the best displays of pure "Skill" had to be Danny's spot landing perfectly on top of Adrian Byrnes' plane that was slowly drifting back after an engine out.

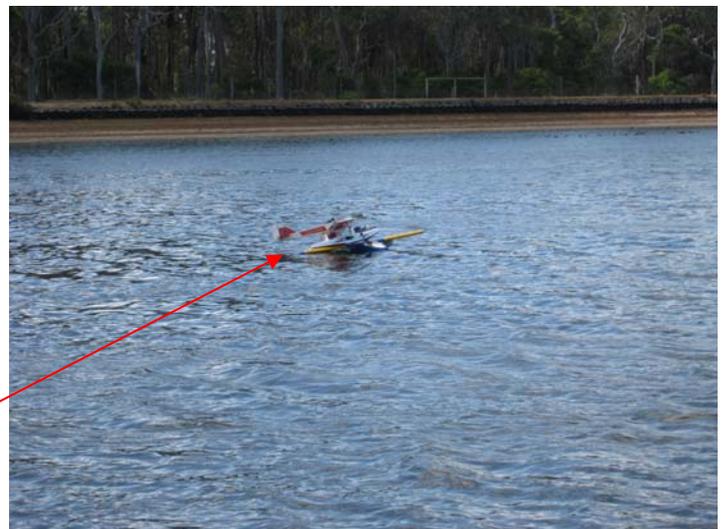
Humphro also showed a nice display of low and very close flying to the trees, in a circuit that made it seem his plane was almost weaving in and out of the branches! Turns out he had a throttle servo come loose and was stuck at a fixed (low) throttle setting.

Saturday night was topped off with a number of BBQ's running, a good feed and then a good sample of local vino and various other beverages consumed around Danny's portable fire pit that made the sleepover much more comfortable!

And great fun weekend away and highly recommended to anyone to have a go!

Scott.

Jackie had a good weekend



Big 35% Yak with a twin inline 60cc SuperTiger engine.



***Similarity between planes and women !!
When airplanes go quiet, just like women, it's usually not a good sign.***



Some photos of the float plane weekend

Ray's Flybaby

Humphro running up the motor for his next flight.



The camp site

Variety of planes that were present on display.



Captain Pugwash and the First Mate in the retrieval vessel.

Ray taxiing for take off.



Scott preparing for another flight.

Captain Clapp at the controls during a fly past.



What a Windy “Watt’s Electric” Easter Flying Weekend we had at the field !!

The Saturday morning started with a steady breeze blowing from almost every direction as flyers arrived to assemble their planes and helicopters in preparation for the days flying and as the day progress the wind increased. By around midday it was very gusty and the attrition rate of aircrafts increased through out the afternoon, the last page of this document shows some of the damage sustained to these planes. There were a number of visitors who attended the weekend and some, in particular the two pilots who were flying the helicopters left the crowd standing with their mouths open wide as they put them through maneuvers that I don’t think are in the book. They gave an awesome display of flying.

There were a variety of models present and it was interesting to see how these handled the windy condition, I know it was pilot skill that got them through the day. Next year if one of these events is conducted I think Hobby City should be approach as a major sponsor for the event as it was obvious that there were a number of planes and equipment obtained from them prior to this weekend.

There were both small and large planes flown one in particular could have held it’s own in any IMAC competition it was both powerful and looked like it was on rails as it was put through a variety of maneuvers.

Some pilots braved the windy condition and maintained control of their aircrafts throughout their flight, however others were content to sit and wait for the wind to abate which was not until the sun sank in the west and dusk settled over the field.

This did pave the way for a very pleasant evening for the BBQ which was well attended and we were all treated to an enjoyable meal. Thank you to Master Chief Anthony and all who contributed towards a successful evening. The nice meal was topped off with a very nice selection of sweets.

The Sunday flying was cancelled due to the consistently high winds and by around 11am the field was totally vacated. The following photos are the “*Before*” shots the last page are the “*After*” shots, however, a lot of planes were repaired in the pits and back flying during the afternoon. It is amazing what 5 minute epoxy can do to change many pieces back into one shape and they actually flew again.

Thank you to Ian Clapp for his efforts in arranging the weekend and the catering for the BBQ on the Saturday evening.

This is Scott’s SkyFun that performed very well in the windy condition, it was good to have a close look at it in the pits because when it was flying it was hard to keep up with. It was clocked at 151Mph during one of it’s flights but cruised at an average of 138Mph = 222Kph.



This twin engine flew very well until a motor failed during flight, the end result pictured on page 6.



Anthony’s Vortex which did give him some concern when one of the two flight batteries failed during flight.



Something different here, trainer fitted with two 70mm ducted jet fan motors and it flew very.



Planes that were present at the Electric Flyin:

Electric IMAC that performed very well.



Electric fan units

Well presented Cessna



Clint's Warthog jet

Ian Clapp's Warbird did fly very well but he had an undercarriage problem during the day.



Clint's Jet had a minor balance problem but this was overcome.

Nice electric sports model



“Crash Scene”

The attached pictures are from the USA of 100cc plane going into pit area I know the Americans are better at things than we are, however, this is a good reminder of why not to fly near pits/ startup/ taxi areas and so on.

Doesn't take much to go wrong (hardware or pilot wise) and you have a missile on top of everyone.

The impact of the plane on the ground.



Parts of the plane scattered over a large area of the pits.



The extent of the debris scattered round the working area of the pits.



The many pieces compiled in a heap after they had been collected from around the field. You can see the benefits of wearing a crash helmet whilst flying, there was no injury sustained by the pilot as his plane disintegrated around him.



This flew again, Oh, and the lights worked also.



Danny indicated this could be terminal.



This is repaired now ready for it's next flight



Not sure about this one though !!

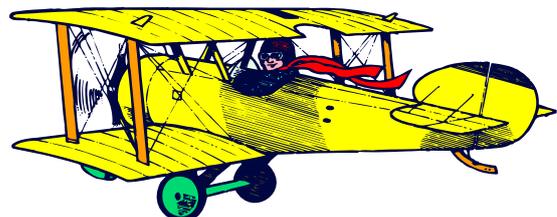


Larry Allen entertained the group with this unique set up of flying without looking at your plane, vision is via a set of goggles worn by the pilot that give him real pilot views from the cockpit window. The camera mounted on the front can be panned around by a knob on the transmitter to any angle, it is also fitted with a GPS unit that when activated will return the plane to the take off point if you loose visual contact or become disorientated with your plane during flight.



Those who were fortunate enough to experience this vision from the pits through the goggles whilst Larry flew the plane from the flight line were very impressed with the system and the quality of the video vision during the flight.

Several comments were made about the potential this unit has but I think they were all for the wrong reason.



Catch you when we fly into the next edition in 2011 !!