

s.w.a.r.m.s.

South West Associated Radio Modelers Society

Propwash

December 2012



Merry Christmas



All members would have received an Email requesting you to have your say on the location of the addition large structure that has been donated and designed for the new proposed pit area. The reason this was done is, it was intended to give all members a chance to have your say in how your club will be structured into the future.

The result was some what disappointing as less that 50% of the members registered a vote on the location for this new structure.

This is your club and you should be interested in where we are going in the future, we can all sit on our hands and do nothing and the result will be nothing will change. The club and the field has so much potential and this will never be realized if we sit back and do nothing.

The committee would appreciate any suggestion on where you think we should be in one, three, five years down the track.

Discussions are already taking place about the installation of a permanent ablution block consisting of toilets and showers, the lengthening of the runways and potential sealing of the surfaces.

The club would be eligible for some grants to accomplish this, at this stage it is unknown how much this might be, however, we must have a sustainable plan prior to making a submission for these grants to even be considered for review.

It is time to bring your ideas forward for discussion, any suggestion received will be reviewed by the whole club at a full club meeting and those worthy of progressing will be considered within the over all plan of the field.

No ideas mean no progress which would eventually see the club stagnate and decline over the next few years.

Let's change our vision for the club to being proactive rather than being reactive and progress into the future by planning and implementing a very attractive viable club for years to come.



From the Editor:



What can I say, it has been another very successful flying year at the club with the usual events well supported throughout the year.

We have seen a variety of different models built and tested through out the year and some of them are still flying today, however, some have changed shape considerably. (That's flying)

The new year bring along more challenges with some major changes proposed for the field and with funding hopefully available through grants we will achieve some of these projects by the end of the year.

It is time now to prepare for the festive season and within a few weeks it will be all over, I would like to wish you and your families a very safe Merry Christmas and a Prosperous New Year. Look forward to catching up in 2013.



Dates to Remember

*Saturday 15th
December*

Club Xmas twilight fly BBQ



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

Congratulation Scott on achieving second place in the Nationals competition



CONGRATULATIONS !!

Yesterday my daughter asked why I didn't do something useful with my time.

She suggested I go down to the senior center and hang out with the guys.

I did this and when I got home last night I told her that I had joined a parachute club.

She said, Are you nuts? You're almost 61 years old and you're going to start jumping out of airplanes?' I proudly showed her that I even got a membership card.

She said to me, Good grief, where are your glasses! This is a membership to a Prostitute Club, not a Parachute Club."

I'm in trouble again, and I don't know what to do...

I signed up for five jumps a week.

Life as a senior citizen is not getting any easier.

Should have gone to Specsavers !!

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Anthony Amadio achieved his "Gold Wing" status recently something he has been going to do for some time now.



Good to see members taking on the challenge to obtain these accreditations that are set by AAAMA, still a lot of members who could do this, however, like Anthony they are a little reluctant to do it.

With the three types of Wing ratings available now, Bronze, Silver and Gold they are there for the taking. Check the discipline required for each and have a go at what is required whilst flying on your normal day at the field until you feel comfortable and would like to give it a go then talk to Scott or Ron for an assessment.



Remember Murphy's Law applies to every thing you do:

- Everything takes longer than you expect.
- Everything costs more than you originally plan.
- Whatever can go wrong, will go wrong.
- Of all the things that can go wrong, the worst possible thing will go wrong at the worst possible time and cost far more than you ever expected.

Murphy was an optimist.

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**Some quotes from Mastering Your Time**

Of all the information saved or filed, 80% is never referred to again.

Information is doubling in every field every 3 to 5 years. This means that your knowledge must double as well.

Positive, successful people think and talk about the solutions. Unsuccessful people talk about their problems. Which one are you ?

Don't complain about having too little time; you have all the time there is—24 hours each day.

The value of anything can be determined by how much of your time you are willing to trade for it.

How would you change your life, what would you do differently, if you won \$1 million cash today ?

What would you do, how would you spend your time if you learned today that you only had six months to live ?

Actions without thinking is the cause of every failure.

No matter what you have done to this moment, you get 24 brand new hours to spend every single day.

It does not matter where you are coming from; all that matters is where you're going.

Your reward in life will be determined by what you do, how well you do it, and the difficulty of replacing you.

A local police officer stops a car for traveling faster than the posted speed limit. Since he's in a good mood that day he decides to give the poor fellow a break and write him out a warning instead of a ticket. So, he asks the man his name. "Fred," he replies. Fred what?" the officer asks.

"Just Fred," the man responds. When the officer presses him for a last name, the man tells him that he used to have a last name but lost it. The officer thinks he has a nut case on his hands but plays along with it. "Tell me Fred, how did you lose your last name?" The man replies, "It's a long story so stay with me.

I was born Fred Dingaling. I know, funny last name. The kids used to tease me all the time. So I stayed to myself. I studied hard and got good grades. When I got older I realised that I wanted to be a doctor. I went through university, medical school, internship, residency, finally got my degree, so I was Fred Dingaling, MD.

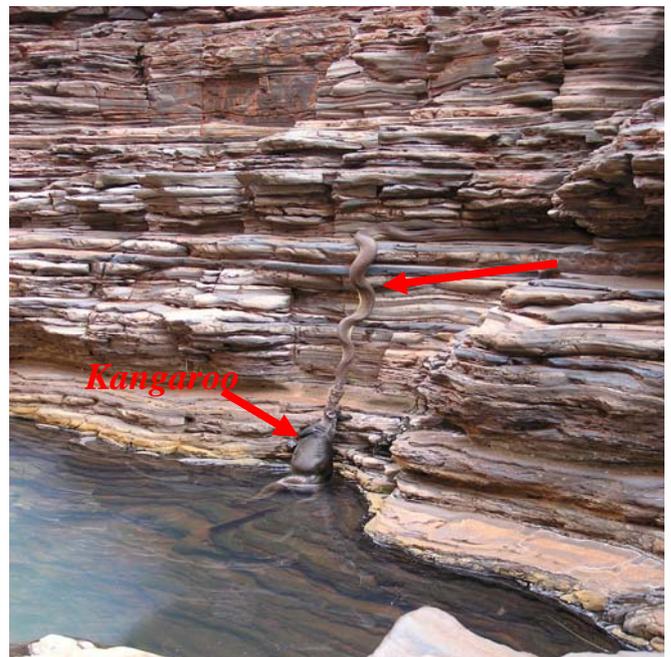
After a while I got bored being a doctor so I decided to go back to school. Dentistry was my dream. Got all the way through school, got my degree so I was now Fred Dingaling MD DDS. I got bored doing dentistry so I started fooling around with my assistant.

She gave me VD. So, I was Fred Dingaling MD DDS with VD. Well, the ADA found out about the VD so they took away my DDS so I was Fred Dingaling MD with VD. Then the AMA found out about the ADA taking away my DDS because of the VD, so they took away my MD leaving me as Fred Dingaling with VD.

Then the VD took away my dingaling so now I'm just Fred..."

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**Snake having Christmas lunch in the Kimberley**



*The Cat Came Back !!*

Woody's done it again, after a long wait seeing the Catalina taxi up and down the strip on several occasions it finally lifted it's wheels off for a successful maiden flight.



Well she did fly albeit briefly. The weather was terrible, on & off drizzle so we went to the strip between showers. She passed all checks so after tuning motors took her out, the floats were down so I told Steve the test pilot to retract them, he hit the wheel retracts & the nose wheel collapsed unclipping a control cable so back to the pits to fix it.

More rain so we waited & finally all systems go. Steve taxied to the end of the strip, turned her into wind & applied full throttle, she accelerated swiftly & at the crossroads of the strips he pulled her off. I am probably biased but she looked & sounded magnificent.

Steve said I'll get some height & trim her out, about now he said one engines playing up so I'll bring her in, as he approached the strip I thought too high & too fast, would you believe he side slipped & did an 8 out of 10 landing, nice & gentle on the landing gear. Problem was she ran down the matting onto the grass where there were serious lumps (where the grass grows under the mat). This ripped off the nose wheel.

The gear was okay but it ripped the box to bits. The verdict from Steve was she was a hand full, nose heavy (full elevator for takeoff & landing), ailerons very sluggish, engines need filters & a thorough checking & tuning, fairly minor & easily fixed. I'm going to buy the heaviest nose wheel assembly available & seriously beef up it's installation. I'm wrapped, how often would you take out twin engine 31kg model for a test flight & take it home with just a busted nose wheel

The construction was much the same as the Goose, fibre glass fuse made from a plug, foam balsa wings & tail covered with light glass cloth. The Goose was simple compared to the Cat, it is really just a tapered tube but the Cat has that wing pylon, cockpit & gun turrets plus the boat hull under all in all much more work & head scratching involved. Even the glass turrets behind the wing were a challenge.

After some enquires I decided to make my own vacuum former, unfortunately it's size was marginal but after a lot of trying & the help of my good friend Ray Anderson, we succeeded. Scotty gave me a lot of help with engines & electronics, those 30 DLs really do sing together.

*Final adjustments and alignment prior to touch down.*



If I do build again (I've been told emphatically by my wife I'm not to) I'll go Laser cut, let somebody else do the work, Woody.

Though she has flown, have to get Giggo back to certify her, Giant Scale have to have 3 flights, each to show you can handle the beast. Have bought the strongest nose wheel available, have fitted that but there is a lot of work involved as I had to redesign the installation plus the steering, enlarge the gear doors as it is a larger unit & refit the servo door closers plus all the stuff Steve wants, realign motors, fit filters etc etc.

*Maiden flight almost complete.*





You may recall or seen in the minutes that when the club made the decision to purchase the Tractor/Slasher unit to maintain the outer field Eddie indicated that he would make a financial contribution towards the purchase.

As a result the unit has been purchased and used with great success, to show their appreciation towards Eddie's contribution the committee has named the Tractor in his honor the "Eddie 500" name tag is displayed on the engine cover for all to see.



*He is seen here getting some driving instruction from Grahame, It could be some time before he gets off his "L" plates.*



**ATTORNEY:** *This myasthenia gravis, does it affect your memory at all?*

**WITNESS:** *Yes.*

**ATTORNEY:** *And in what ways does it affect your memory?*

**WITNESS:** *I forget.*

**ATTORNEY:** *You forget? Can you give us an example of something you forgot?*



***Life's experiences***

The thing I love about life and flying is that you learn something new everyday and last Sunday was no exception.

I had a minor mishap with my Tiger 60, due to an uncalculated landing the nose wheel parted company with the plane, this in is self was not a problem, however, I decided to change the under carriage from a tri to a tail dragger during the repair phase.

Again this was not a problem the transition was quite simple and all the work was done on the bench at a comfortable height, the wings were then attached to the plane and the centre of gravity changed to suit the modification still with the plane on the bench. The modification turned out to be very successful until I arrived at the field.

Grahame was there on arrival and we spoke about the change to the plane and his first comment was, you will probably brake a prop now due to the change in the configuration to the undercarriage.

I did not see any reason for this to happen so I took the plane to the pit area and commenced assembling it, at this stage it was still up off the ground, I put the wings on turned it up the correct way and placed the wheels onto the ground.

***Then it happened !!***

The plane immediately stood on it's nose with the prop shaft on the ground and it would have taken a lot of ballast to get the tail to sit on the ground, I had over looked the position of the wheels on the wings.

The C of G was correct, however, the balance was incorrect with the wheels on the ground. If you have had an experience like this why not share it with others, I did.

*Foamie on floats, this is never going to be submerged no matter what the landing is like being constructed of foam. This scale Cessna fly's great off land as I have one but never seen them on water previously.*



299283-2.JPG

*It pushes a large bow wave for the size of the plane as it taxis along the water,*



180453-1.JPG

*Woody prepares one of the Catalina's two 30cc motors for starting prior to getting his floats wet at the dam.*



*Brenda enjoys a stroll along the tranquil shores of the dam before the air is broken with the sound of high revving motors and dripping planes as the pilots enjoyed a bit of float flying.*



*Couple of photos from previous flyin.*



180120-4.JPG

*Just like on land, they don't always come back and a retrieval by boat is necessary to get the plane back to shore.*



180120-3.JPG

The members who attended the Scale Model Flyin BBQ on the Saturday evening may recall the discussions, some times heated, (and the fire was not even alight at this stage) about the lighting of the large pile of trees adjacent to the club rooms that had accumulated there after several clean ups around the field.

It was finally decided in the interest of the preservation of the clubrooms and standing trees in the area in may not be a good time to ignite the pile so it was left, it was however ignited on Sunday 4th November in a controlled environment. For those who did want to see it burn and were not there on that morning here are a few photos of the fire.



At lunch time on Sunday 25th November Troy Lucy produced this plane from his trailer and set it up on display, after lunch he took it into the pits and asked for some assistance with checking the model out. Apparently he acquired it via an old tradition in the art of the bartering he indicated that the model had been flown previously. After a complete check of all surface movement throws and direction control it was time to start the motor.

At this stage he handed me the radio and asked if I would test fly the model for him so after three failed attempts to taxi out on to the strip due to motor failure, on fourth attempt we were off down the runway with a steady lift off.

The climb out to gain a bit of height for the traditional trimming was uneventful and after a couple of circuits of the field it was flying true and straight and then it happened.

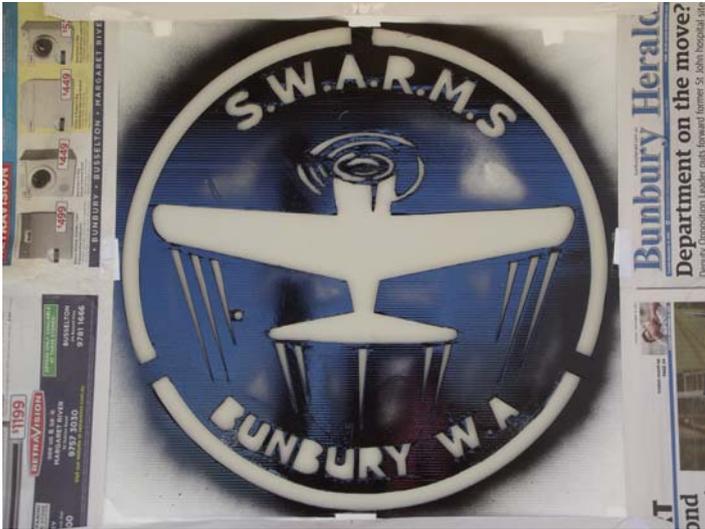
The motor sound changed dramatically which is not a good feeling on a test flight it appeared to be laboring at full throttle so the throttle was reduced and plane turned towards the strip for a landing.

On final approach with the throttle in the idle position on the radio it was apparent the plane was still flying on about quarter throttle which was far too fast for a landing attempt so the decision was made to go around again, as the throttle was increased with the plane now at the end of the runway the motor cut out. No power no airspeed is a recipe for gravity to take over and the plane came down causing damage to the wings.



I got a little bored in the shed last week so decided to cut a stencil of the club logo to put on my trailer, only problem was that I used coreflute material which was about 5mm thick and laminated.

*All masked up ready for painting*



*Stencil off after painting.*



*The end product*



The laminated material made it a little difficult to get a good seal around the edges causing a bit of over spray, however, it came out pretty good considering.

I am sure that we could come to some agreement if any members with a trailer (or even your car) would like to have the logo painted on their rig also.

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**LIFE BEFORE THE COMPUTER**

- \* Memory was something that you lost with age
- \* An application was for employment
- \* A program was a TV show
- \* A cursor used profanity
  - \* A keyboard was a piano
  - \* A web was a spider's home
  - \* A virus was the flu
  - \* A CD was a bank account
- \* A hard drive was a long trip on the road
- \* A mouse pad was where a mouse lived
- \* And if you had a 3 1/2 inch floppy  
...you just hoped nobody found out



Ever notice, the older we get, the more we're like computers ?



We start out with lots of MEMORY and DRIVE then we become outdated, and eventually have to get our parts replaced...;)

**Medical warning for members !!**

Every year there is a large number of people in Australia who die needlessly as a result of a "Heart Attack" simply because they don't recognised the signs and symptoms of this condition and call 000 (Triple zero).

A Heart Attack is a medical condition and does not have to be fatal, it is a blockage in one of the coronary arteries causing a section of the heart muscle to be starved of oxygen.

This causes extreme pain in the chest region radiating up into the jaw and down the arm, if you experience this act quickly, this is not signs of indigestion. Call 000 (Triple Zero immediately) the person you talk to on the phone will be able to tell you if your symptoms are resulting from a Heart Attack and if you require transport to medical aid.

The problem seems to be more relevant in males as they tend to brush off the signs and symptom and feel "she will be alright tomorrow" unfortunately by delaying calling an Ambulance when you first feel this condition coming on could mean the difference between life and death.

A classic example recently of a male delaying calling for help was Bert Newton, he experienced chest pain for four days thinking he had a bad bout of indigestion and when he finally responded to the warning signs and seeked help he had a quadruple bypass with in a short period of time because of his serious condition, he almost died, he was one of the lucky ones.

We only get one shot at life, I believe, so let's make the best of it and enjoy our sport and families for as long as we possibly can.

If you experience any severe (crushing) chest pain radiation up into the jaw and down the arm that was not caused by any trauma, ensure you get help immediately, every minute counts in this situation. The longer we delay getting help the more the heart muscle deteriorates so call 000 (triple zero) without delay and be guided by the information passed onto you via the phone.

**Heart Attack "facts" for Men in Australia.**

- \* Fourteen Australian men die from a heart attack every day.
- \* Four Australian men have a heart attack every hour.
- \* One man dies of a heart attack every two hours in Australia.
- \* Each day, 101 men have a heart attack.

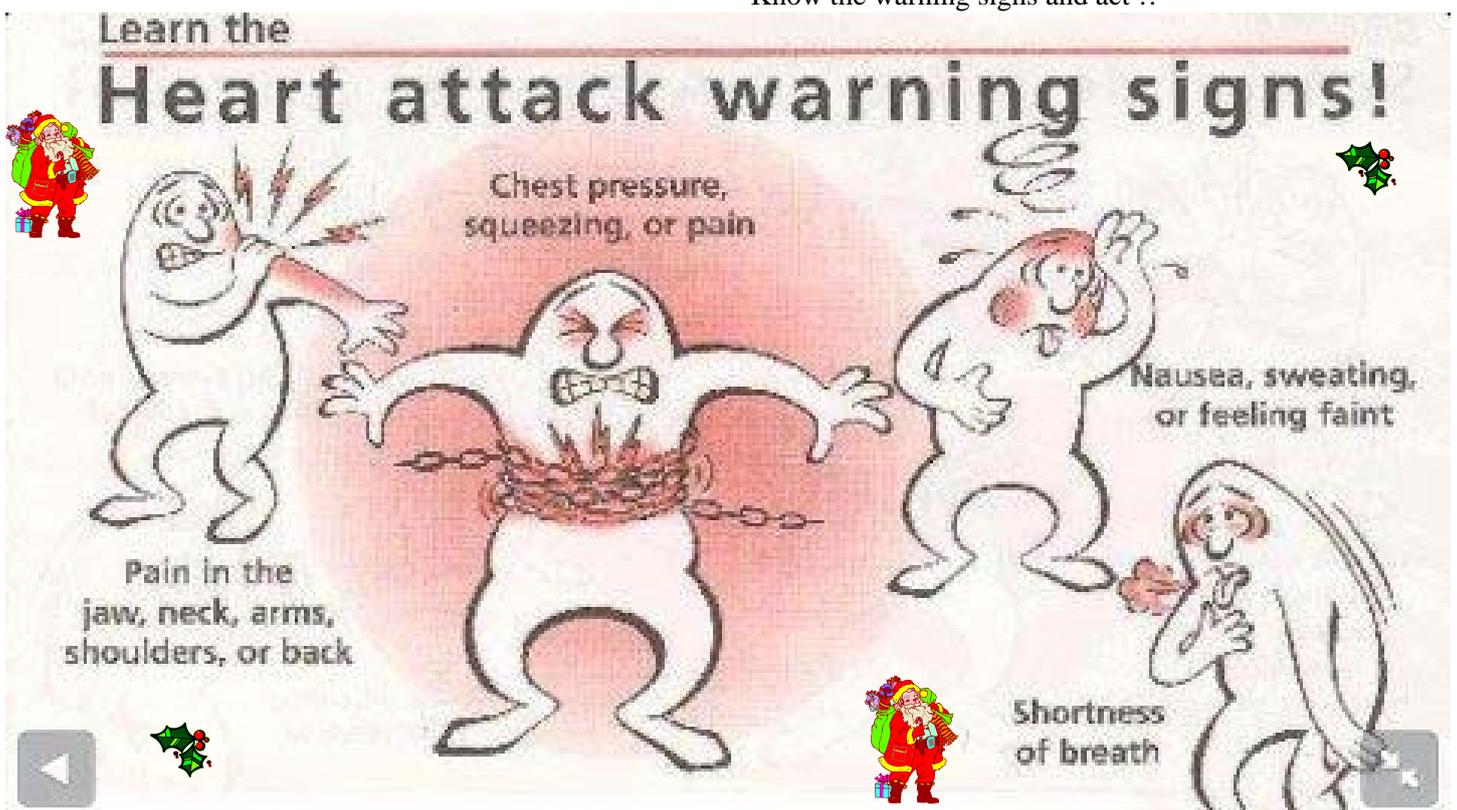
If you are male, 40 and live in Australia, your chance of having a heart attack by the age of 70 years is one in two.

The cartoon below is not meant to be humorous it is designed to very simply display the signs and symptoms of a heart attach in picture form without a lot of confusing words.

If you respond to these warning signs early and make the call for help it could just be the call that saves your life.

Every minute counts there is no time to delay your actions. I have placed an action plan on the fridge in the clubroom for members to review.

Know the warning signs and act !!



*Just another relaxed morning at the flying club or should I say the coffee club !!*

*Here are some of the coffee club members discussing the issues of the world, same old faces who enjoy their Sunday morning out with the Boys, oh, and the Girl.*



*Mary Had a Little Lamb*

*Mary had a little lamb,  
His fleece was white as snow,  
And every where that Mary went the lamb was sure to go,  
He followed her to school one day, Twasn't even in the rule,  
He made the children laugh and play,  
To have a lamb at school.  
And then the rules all changed one day, illegal it became,  
To bring a lamb of God to school, or even speak his name.  
Every day got worse and worse, and days turned into years.  
Instead of hearing children laugh, we heard gun shots and tears.  
What must we do to stop the crime, that's in our schools today ?  
Let's let the lamb come back to school and teach our kids to pray !!*

#####



*Hey there!!*

*Don't be so serious, if you do something wrong and can't laugh at yourself.*

*Just give me a call.*

*I'll laugh at you.*

*Along the WA coastline there is real concern about Great White Sharks, not the case in Russia.*



**MEANWHILE**

In Russia.

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

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

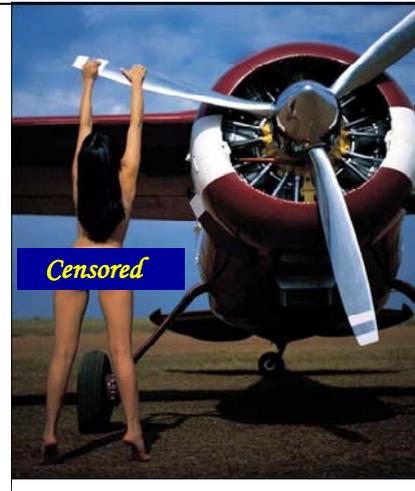
**ATTORNEY:** And Mr. Denton was dead at the time?

**WITNESS:** If not, he was by the time I finished.

**ATTORNEY:** Doctor, how many of your autopsies have you performed on dead people?

**WITNESS:** All of them. The live ones put up too much of a fight.

*Young lady looking for position as member of your pit crew, has had extensive experience and would like to be given a chance to prove herself. Please contact editor if you have a position available in the new year, available for an immediate start.*



### *Learning How To Master Turns & Level Flight*

Objective: To get the student to a point where they can keep the airplane in the air with no help from you. Though the plane may still be "flying the student" to some extent at the end of this step, at least they should be to the point that we are not constantly fearing for the airplane as they fly.

At this point that the training airplane has had a trim flight and any necessary control surface adjustments have been made. We ensure that the beginner understands the basics of aerodynamics and flight, including a knowledge of the influence each control surface has on the airplane. Finally, that the beginner understands the rules (especially the safety related rules) of your particular flying field.

The time it takes the student to master this step varies dramatically. Regardless of how long it takes, students should not get the feeling that they are in a race to see how long it takes to master any step to flying.

When it comes to time, beginners tend to think they should master flying their very first time out. When they don't, or whenever they think their not progressing fast enough, they tend to get down on themselves, especially if another beginner seems to be progressing faster. Part of the job will be to keep them from getting discouraged. It should be made clear that everyone picks up the hobby at a different pace.

We try to make sure their having fun. (If it's fun, who cares how long it takes?) if they push too hard, the problems they're having only get worse.]

We begin on the ground by explaining the basics of turning. Explain that turning is basically a three step procedure:

- 1) bank with the ailerons,
- 2) maintain the turn with up elevator
- 3) level out with the opposite aileron.

We demonstrate turning with hand movements as well as on the stick of the transmitter. The trainer planes tend to be quite responsive and that only a little motion of stick will be sufficient to maneuver the plane. While the student cannot really get a feel for flying while on the ground, you must prepare them for what to expect in the air. We're assuming here that the student understands the basics of aerodynamics and flight.

This, of course, includes an understanding of what effect each control surface has on the airplane! If the plane has ailerons, the student should ignore the rudder when turning for a while. RC airplanes, and especially trainers, turn quite nicely with a simple combination of aileron and elevator. It's recommended waiting until the student is well

along in step two before introducing rudder coordinated turns this more complicated turning method.

On the student's first flight, we begin by demonstrating a turn. positioning the plane in an attitude where the student can see both the plane and the transmitter to see the small amount of control you are giving (holding up the transmitter to show them). After entering the turn, we stress how important it is to maintain the turn with up elevator. Also demonstrate how a trainer airplane tends to self correct, meaning minor aileron corrections may be required to hold the bank angle.

We finally demonstrate exiting a turn with opposite aileron control. We demonstrate this in both directions, stressing the three step nature of turning - bank with aileron - hold the turn with up elevator - straighten with opposite aileron.

We set the plane up by getting it into a perfect turning position at a safe altitude aiming the plane toward one of the near corners of the field (left or right). As the student takes control (by holding the trainer button on the master transmitter), they will immediately begin the turn. We have them turn the plane in a direction away from the pits (turning right on your left side and turning left on your right side).

It is quite likely that the beginner will immediately roll the plane over on its back, we control when to take over again. For the beginner's first few attempts, we will probably have to retake control soon after we push the trainer button. We can not be afraid of hurting feelings by retaking control as soon as the student is in trouble, right the problem and set the plane up again for another turn attempt (we alternate corners the of the field, forcing them to practice left and right turns equally). As the instructors, we set the rules for when we retake control. I inform beginners that there will be times when they may be in control of the airplane, yet I'll still retake control. The first time has to do with the flight line. If it even appears that the student might eventually cross it and fly over the pits, I retake control.

While it is possible that the student may have been able to continue flying without crossing the flight line, we don't take any chances where safety is concerned, especially on the beginner's first few flights and we also set an altitude limitation.



*Catch you when we fly into the next edition*

*All Prices are CASH UP FRONT No Lay By or Swapsys No Credit Card  
No Repayment Plans or IOU No Holds – First to Pay First to Take*

FlyJet X-83 – NEW IN BOX  
No Electronics. Suits 70mm  
Ducted Fan.  
Priced at cost exluding post  
from Hobbycity  
\$50



Sapac Typhoon Ducted Fan  
RTF minus RX  
Include 1 battery, 60amp ESC,  
Metal Gear Servos  
\$70



RareBear Fun Fighter - New  
In Box with  
80 Amp ESC /Servos and a  
couple of Batteries and props.  
Priced at cost exluding post  
from Hobbycity.  
Will include spare damaged  
one free if you buy this one.  
\$90



*All Prices are CASH UP FRONT No Lay By or Swapsys No Credit Card  
No Repayment Plans or IOU No Holds – First to Pay First to Take*

RareBear Fun Fighter. Crashed  
by easy fix with a bit of epoxy  
(cracked at wing root)  
Fly Fast and get small in the  
sky very quick.  
Inc 80 ESC/Servos and Prop  
\$15



Set of Home made floats –  
Foam and Fibreglass with  
autopaint. Dusty but not used  
Suit 20~40 small size plane  
\$15



Hustler Trainer built by me  
and I learnt to fly with it.  
OS40LA,,Battery needs  
checking, Futaba Servos,  
SolarFilm Covering. 36Mhz  
FM RX. Needs a dust off and  
some of the stripes on the tail  
cleaned off or replaced to look  
nice,  
But flies well and pretty much  
ready to go  
\$80  
Can chuck in basic 4 Channel  
FM Futaba TX for extra \$10  
(but needs new antenna)





*All Prices are CASH UP FRONT No Lay By or Swapsys No Credit Card  
No Repayment Plans or IOU No Holds – First to Pay First to Take*

Nine Eagles Kestral 500  
Electric Heli with 2,4G TX,  
Battery charger, 2 Batteries  
and blades.  
Scale look Fuselage. Used  
about a dozen times. I am crap  
at flying heli's and could fly  
this OK but prob needs a bit  
more trimming out for a  
whipper sniper expert  
Originally Cost about \$100 +  
Post

\$35 - **SOLD**



SkyFun – Pusher Jet – NEW  
IN BOX

Exact same kit that I had  
screaming around the field  
with high power setup at  
200kph. Kit only, no electrics  
Normal power setup is very  
easy to fly  
Priced at HobbyKing Price  
excluding post (save about  
\$35)  
\$40



OS 46AX Glow Engine &  
Muffler, Prop and Spinner.  
Not a lot of use, but has been  
sitting for a couple years.  
Looks in A1 condition, but  
feels a bit notchy and might  
need a bearing change from  
not being used.  
\$40



*All Prices are CASH UP FRONT No Lay By or Swapsys No Credit Card  
No Repayment Plans or IOU No Holds – First to Pay First to Take*

Saito FG-20 Petrol Four Stroke Engine  
Saito Ignition has had cap replaced to suit cheaper RCEXL spark plugs (\$10 instead of \$30 for saito ones) I bought S/H and have only run it a few times on the test stand about 18 months ago. Been sitting since.  
\$250



MewGull British Racer – Seagull Models - Kit Only (No Engine or Electrics)  
Comes with electric conversion hatch etc or run 1.20 Glow/20~30cc Petrol. Landing gear mounts need repairing/beefing up in wing.  
Spats have been fixed and reinforced with Carbon Fibre, but need painting  
Good too fly, tricky to land.  
\$75



Futaba 7CAP 36Mhz  
FM/PCM Computer Radio.  
+ 9 Channel PCM Receiver  
Includes NiCad Pack and Lipo Pack for TX  
Stores 10 Models and has mixes etc.  
Excellent Radio in Good Cond  
\$150

