

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

South West Associated Radio Modelers Society

Propwash

June 2012

From the President

Past President



New President



With the past President absent with work in the North and the new President elect finding his feet there is no detail for their area so I will fill up the space for them. Oh, yes Clint there is a requirement every edition for you to contribute to this space I will be in touch.

Sunday 10th was the club AGM and it was good to see a few new committee members coming forward to fill these positions. The out going committee were very concerned leading into the meeting that there was not enough interest amongst members to get involved and were unsure where we might be heading.

The three members who had been in their rolls for some time now were stepping down to have a break, Grahame form President, Scott from Secretary and Anthony from Treasurer.

On behalf of all the members I would like to thank them for their commitment and dedication to the club over the years, the club is in the position it is in now due to your contributions.

The work behind the scenes with the field purchase was one example of success during their reign on the committee.

There were no nomination for Treasurer so Anthony has agree to take on the Treasurers roll again this year, however, it is in a very prescriptive roll which means that he will be managing the finances only and has given up all the other tasks that seem to have fallen into his basket.

This means that there will be tasks that require completion so please don't hesitate to offer your assistance, after all it is your club.

We have been advised that the mower has been repaired so the field will soon be back to normal with the grass being neatly trimmed again. Keep in mind that this will not just happen someone has to get on and drive the mower so don't sit back and wait for it to happen have a go.

I am sure that Anthony will assist with some training courses on how to safely operate the mower.

From The Editor:

Well another year has passed with some significant achievements during the year for the club to reflect back on with the Scale Rally again being the highlight.

The Electric flyin at Easter was a bit disappointing as far as numbers where concerned, however, those who attended and flew did have a great weekend. Some of the planes that were flown did create a bit of a challenge and made the weekend interesting.

A big thank you to the ladies and members who worked the canteen during these events and for the enjoyable BBQ's conducted during the evening.

We have a couple of changes on the committee for this year so I am looking forward to another good year with a few new challenges to work through as the year unfolds.

The financial report is presented in a different form this year, pretty pie charts, could not fit all the details on one page in this format.

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

IMAC Competition 28th/29th July

2012/13 Annual General Meeting

The club Annual General Meeting was conducted on Sunday 10th June 2012, it was certainly not a good morning for flying due to blustery winds and rain which unbeknown to us at the time was the calm before the storm.

The field like everywhere else in the South West was battered by very strong winds and rain at around 3pm that afternoon the field sustained some tree and fence damage but the building were spared .

The attendance for the meeting was down a bit compared to other years with several apologies registered, this could also have been due to the adverse weather conditions. Normal AGM business was covered through to election of new committee for the pursuing year.

It was agreed to set the club fees at the same as last year, however, there is no category for Pensioners under the AWA fees this year they will now be classed as a senior member. Discussion around the reintroduction of a nomination fee for new members and this resulted in a \$50 fee being imposed on all new application for new membership in the future.

There was no progress reported on the proposed Club Member of the Year award discussed at the last meeting, however, it is proposed to further review this and have it in place as soon as practical towards the end of the financial year.

The entrance code on combination locks to the gate and club house will be changed at the end of the month and will be given to members when they become financial members for the next year.

All positions were declared vacant and an election was conducted, at the completion of the election the following members were elected to office.

The elected Committee Members for 2012/13

- | | |
|--------------------------------|--|
| <i>*President</i> | <i>Clint Richards</i> |
| <i>*Secretary</i> | <i>Brady Goff</i> |
| <i>*Treasurer</i> | <i>Anthony Amadio</i> |
| <i>*Canteen Manager</i> | <i>Troy Lucy</i> |
| <i>*Propwash Editor</i> | <i>Ron Waller</i> |
| <i>*Safety Officers</i> | <i>Danny Anspach, Dave Pointon.</i> |

A General meeting was conducted at the completion of the AGM with the condition of the out field being raised as a major issue, it has deteriorated since they have ceased cutting it for hay due to the condition of the grass.

A tractor fitted with slasher is available for sale from Ian Humphro, it was agreed that Ian and Grahame go and have a look at it and report back to the club on their recommendations.

This was inspected and recommendations to purchase it have been acted on and it is now the property of the club to assist in maintaining the field.

Unfortunately the club rooms and shed premises were broken into during last week and to date the items identified as stolen were the Whipper-snipper and Generator. This is concerning that we have people like this in our community who have no respect for others property.

Sunday June 10th club AGM and not a very good day for flying, the only flights during the morning were by some of the resident ducks, they had the runways to them selves all day.



Financial Report 2011 / 2012

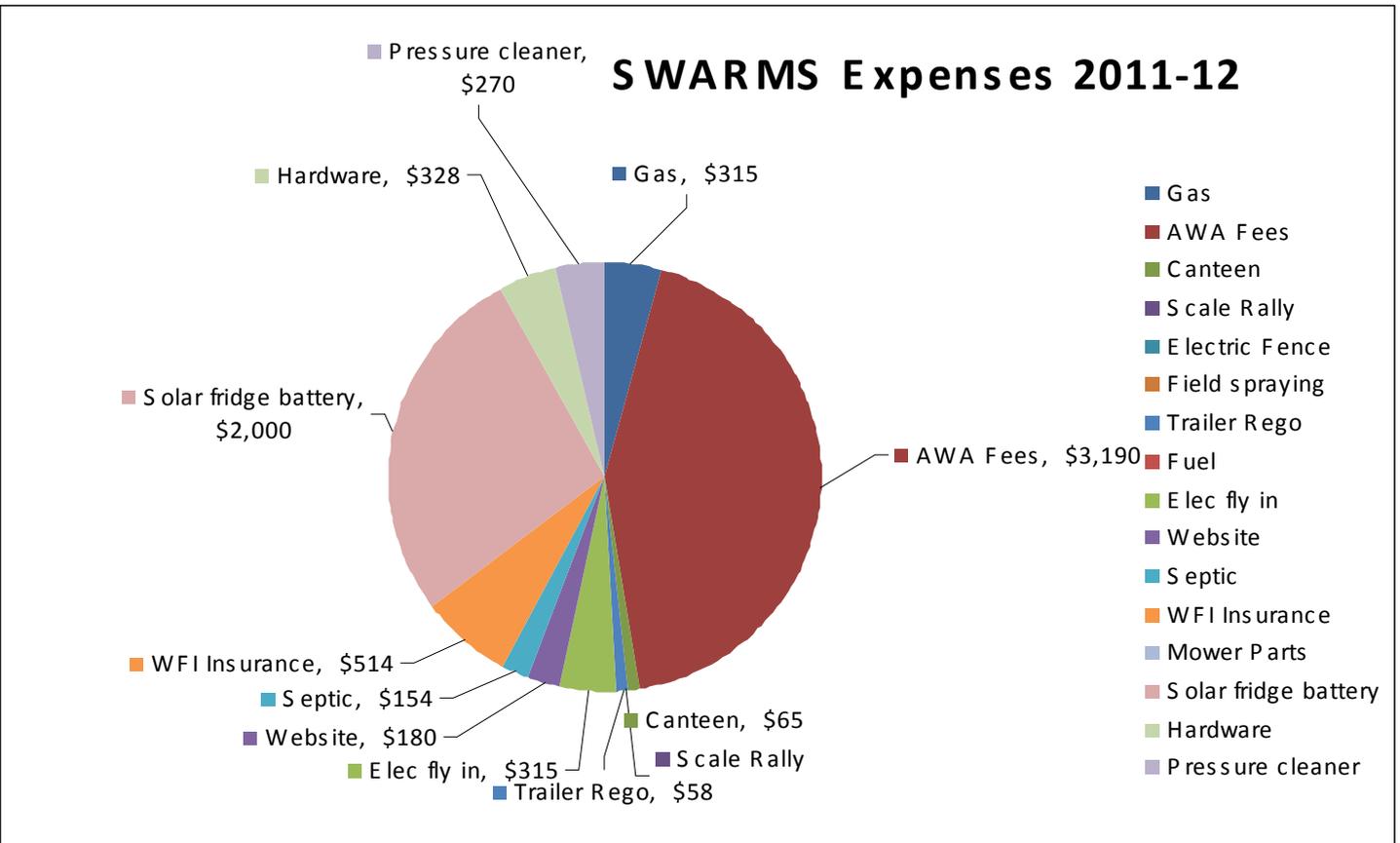
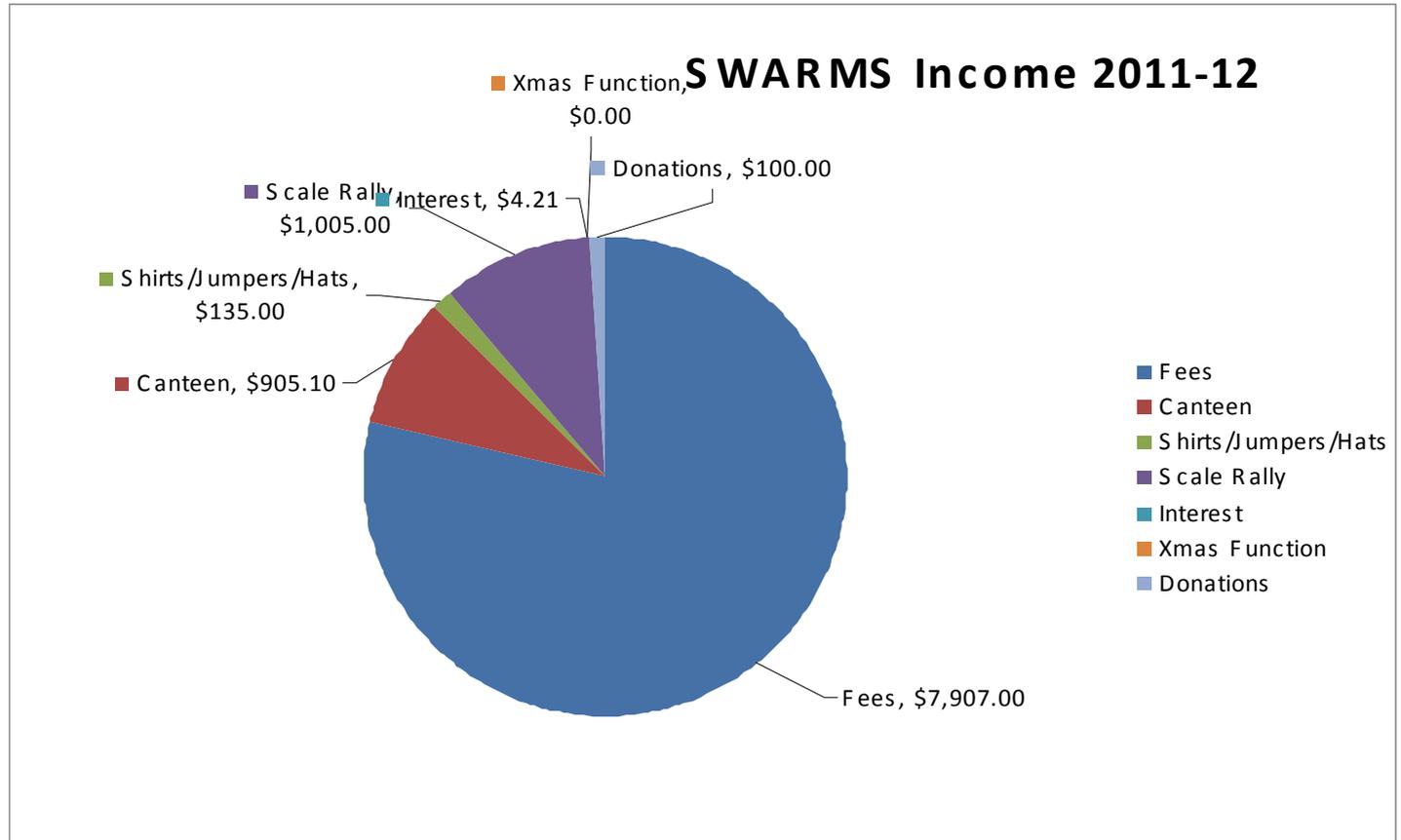
	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12
Income for 2011/12												
Fees	\$2,565.00	\$3,185.00	\$550.00	\$550.00	\$160.00	\$765.00		\$132.00				
Canteen	\$115.85	\$125.45		\$182.20								\$481.60
Shirts/Jumpers/Hats									\$135.00			
Scale Rally						\$1,005.00						
Interest	\$2.42				\$0.28	\$0.22	\$0.22	\$0.27	\$0.27	\$0.17	\$0.19	\$0.17
Xmas Function												
Donations		\$100.00										
Total												

	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12
Expenses for 2011/12												
Gas		\$105.00			\$105.00			\$105.00				
AWA Fees	\$40.00	\$1,730.00	\$830.00				\$400.00		\$190.00			
Canteen		\$65.40										
Scale Rally												
Electric Fence												
Field spraying												
Trailer Rego							\$58.05					
Fuel												
Elec fly in											\$314.95	
Website				\$179.96								
Septic						\$154.00						
WFI Insurance			513.8									
Mower Parts												
Solar fridge battery									\$2,000.00			
Hardware	\$277.80				\$50.00							
Pressure cleaner												
Mower												\$270.49
Total												

Cash in bank end \$8,296.72

Cash in bank start \$5,969.86

Financial Report 2011 / 2012



It is becoming more and more obvious that Clint is starting to mellow in his old age, he fronted up at the field with this 6 mtr wing span glider all enthusiastic about getting it up in the air.

It is very scale like and will be easy to see in the sky but will require a bit of power from the tug plane to get it aloft.



It has a large cockpit with plenty of room for the resident pilot to enjoy his flying.



This is a story which is perfectly logical to all males:

A wife asks her husband,

"Could you please go shopping for me and buy one carton of milk, and if they have eggs, get 6."

A short time later the husband comes back with 6 cartons of milk.

The wife asks him, "Why did you buy 6 cartons of milk?"

He replied, "*They had eggs.*"



Interesting progress on controlling electric park flyers who are not associated with affiliated clubs, this item was circulated to clubs last week highlighting CASA intentions.

CASA has contacted MAAA to forewarn that they intend to prosecute a number of members of the public who have been found to be operating FPVs outside the CASA Regulations.

CASA will also embark on an education program regarding the operation of FPVs, aimed at the public. This may include a request for MAAA assistance, given our support after the incident in Perth with a park flyer a couple of years ago.

“Congratulations”

Robin “Woody” Woodhead on attaining his “Gold Wings” recently at the field , Woody has been seen practicing the discipline requirements over the past few months with a variety of aircraft.

He first tried on a windy afternoon and completed all but his three loops which proved to be rather difficult in the conditions, however, not to be discouraged he turned up on a more pleasant day the following week and breezed through. Read Wood’y flying story on page 9 / 10 of this edition.

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On holiday recently in Spain I saw a sign that said 'English speaking Doctor' -

I thought, 'What a good idea, why don't we have them in our country?'

Photos from the recent IMAC competition at Kalgoolie long weekend June, photos compliments of Scott and Jacki

Planes on the starting line waiting their turn to impress the judges.



Scott on the start line in preparation for his turn in the sky.



Ready awaiting clearance for take off.



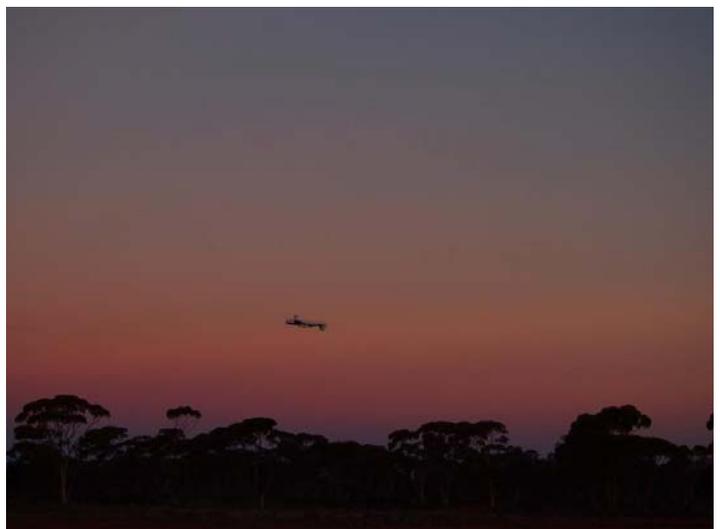
Take off, judges on standby ready to score the perfect 10, oh well, the score was more that acceptable.



Coming in for touchdown after securing a good score, enough to take second place in his division.



As the sun set in the west the planes continue to impress the judges, this shot of an inverted pass with competitor flying off into the sunset.



Something different at the field, Clint with his Splat doing some glider towing with Eddie at the controls of the glider. Planes and equipment during final inspection prior to take off.



Up, Up and away with the glider being towed for another flight, it would appear in the picture that the glider was towing the Splat, however, it is just an optical elusion here.



Eddie gives Clint the all clear ready for the tow to commence.



The Minimoa on release at the top of the climb ready for the decent back to the strip.



The tow plane was a bit severe with climb after take off on two occasions until Clint found the he had 70% exponential mixed in to the elevator

Perfect one wheel landing



Very busy pit area during the competition.



The group of happy competitive pilots who attended the event



Five rules to remember in life

1. Money cannot buy happiness, but it's more comfortable to cry in a Bentley than a Nissan Micra.
2. Forgive your enemy but remember the bastard's name.
3. Help someone when they are in trouble, and they will remember you when they're in trouble again.
4. Many people are alive only because it's illegal to shoot them.
5. Alcohol does not solve any problems but, then again, neither does milk.

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My neighbor knocked on my door at 2:30am this morning.

Can you "Believe" that....2:30am?!

Luckily for him I was still up playing my Bagpipes.

The Lone Ranger and Tonto went camping in the desert. After they got their tent all set up, both men fell sound asleep.

Some hours later, Tonto wakes the Lone Ranger and says, 'Kemo Sabe, look towards sky, what you see?'

'The Lone Ranger replies, 'I see millions of stars.' 'What that tell you?' asked Tonto.

The Lone Ranger ponders for a minute then says, 'Astronomically speaking, it tells me there are millions of galaxies and potentially billions of planets. Astrologically, it tells me that Saturn is in Leo. Time wise, it appears to be approximately a quarter past three in the morning.

Theologically, the Lord is all-powerful and we are small and insignificant.

Meteorologically, it seems we will have a beautiful day tomorrow.

What's it tell you, Tonto?'

"You dumber than buffalo shit.

It means someone stole the tent."

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Action shot from the Kalgoolie comp, beautiful clear blue skies.



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I went to the cemetery yesterday to lay some flowers on a grave.

As I was standing there I noticed 4 grave diggers walking about with a Coffin, 3 hours later and they're still walking about with it.

I thought to myself, *they've lost the plot!!*

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Statistically, 6 out of 7 dwarves are not Happy.

Troy Lucy's first scratch built model "Hurricane" took several months to build and as yet it has not been test flown due to poor weather conditions on flying days since completion.

Brought the plans off Ebay gathered a few sticks, covering and paint and here is the end result.



Update !! Final mechanical checks were carried out on Sunday 17th June and an attempt to get it airborne was made, however, it did not want to leave the ground.

A slight cross wind and the speed of the plane at the time was not adequate to get any effect from the rudder the plane veered off the runway onto the grass and stood on it's nose. Full up elevator at the time was not enough to get airborne and checks revealed later with an empty tank that it was considerably nose heavy making it difficult to get the wheels off the runway over that short distance.

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The wife has been missing for a week now.
The Police said to prepare for the worst.
So I have been to the charity shop to get her cloths back.

Woody's flying history.

I have recently passed my Gold Wings test. I remember back to the good old days when I first started mucking about with models. It was in Port Hedland in the early 70's. No one to teach you so buy the magazines & read up, buy a kit & motor etc & away you go.

The Hustler (an Aussi model) was the go with a 15 or 19 for power. No ARF's then so you had to build them. After a lot of attempts & crashed models, I could stay aloft for a reasonable time. Where we lived, over the road was marsh land & was ideal to hand launch. After work this day toward sunset, I launched the Hustler & she was flying okay but starting to head off into the sunset.

I'm sure you all know the feeling, with the plane flying away from you, no problem, left is left etc but when you turn towards yourself it can become quite confusing. With the model about the size of a mossy on the horizon doing confusing circles, I decided to idle her back & go & have tea.

Next morning, down to the helicopter pad, the charge was \$120 an hour but the pilot said the warm up took a lot of time but if I came back at 10, he was coming back from a job & we could go looking. He came at 10 & my mate & I climbed aboard & we immediately took off.

Out to my house it seemed at 100ft & then we flew ever widening circles till we found her on the dump road, a perfect landing. Thought I'd get my ute & go pick her up but the Pilot yelled to hang on & landed right alongside. I jumped out, grabbed the Hustler & we flew back to town. The charge was \$25, best \$25 I've ever spent

Another time, across the road from the Hedland Pub is a salt marsh, ideal runway when dry. Sunday session (not sure before or after) myself & a few mates went for a fly. Parked the ute on the edge, fired up & took off. Nice gentle turn back towards us which tightened up & we all hit the deck, me first as the Hustler disintegrated on contact with the ute's pipe rack. The boys were quite impressed.

In 1974 we moved to Perth & KAMS was just starting, I become a founding member & with capable teachers, soon learned to actually take an undamaged model home. We had some good times with some interesting events & places to fly.

We flew at Pearce RAAF base, the GinGin satellite strip, we even flew at Ascot race course using the front straight as a runway. The annual Seaplane event at Lake Gngangara was great as was the cross country event. The latter, we drove to York in a ute or open top sports car & flew models along the road to Northam.

Hints for new flyers !

What makes a good trainer plane? - Here are some qualities that contribute to making a good trainer plane:

High wing design - You'll notice that all trainer recommendations we give are high wing airplanes. This is the most stable design (even for full scale airplanes). Since the body of the fuselage is below the wing, the plane will have a natural tendency to right itself after a turn.

Flat bottom or semi-symmetrical wing - Flat bottom wings are best for stability, which is helpful when learning. However, planes with flat bottom wings are not very maneuverable. Once you do learn to fly, you will eventually want to learn how to do some aerobatics. Flat bottom wing designs perform poorly when it comes to aerobatics. Semi-symmetrical wings have a slight curvature to the bottom of the wing. They are not quite as stable as flat bottom wings, but they do allow moderate aerobatics.

Rugged design - Its almost a guarantee that your first plane will get knocked around quite a bit. You'll want to be sure that it can take some minor bumps and bruises. But be careful here! When a plane is designed to be rugged, it usually sacrifices some of its flying characteristics. There are a number of planes on the market that claim to be almost indestructible, and they almost are, but they sacrifice good flying characteristics to be able to make this claim.

Should I build a plane from a kit or buy an ARF (almost ready to fly)? - This is totally up to you. If you enjoy working with your hands, by all means, build your own airplane. You can save a little money (but not much) and you'll have the satisfaction of flying something you built yourself. Also, you'll have the plans to the airplane in case you have to do some repairs after a crash.

On the other hand, if you don't enjoy building, or you wish to get in the air as quickly as possible, there are several excellent flying ARF airplanes on the market (some of which we highly recommend). Keep in mind that, even with an ARF, there is still some work to do. While the wing halves, fuselage, and tail section are complete, you do have to final assemble, mount the engine, and mount the radio. Most ARFs come with excellent instructions (since they assume beginners are purchasing them), and you can be in the air in about 10-12 hours of building time.

Another nice thing about ARF airplanes is that most come with almost everything you need to complete the plane (except radio and engine). Hardware like clevises, engine mounting screws, wheels, fuel tank, wheel retainers, control horns, nose cone spinner, and sometimes even glue are included right in the box.

While the quality of these components may not match those you buy separately, at least you won't have to make a lot of trips to the hobby shop!

What is the trainer system? (IMPORTANT!!) -Imagine you've just built your airplane and you bring it out to the field for the first time. You get together with an instructor and he test flies your airplane and trims it out. Now it is going to be your turn. Your instructor takes off again and gets the plane up to a safe altitude and hands you the transmitter. If your like most beginners, you'll have the plane on its back almost immediately (beginners have the tendency to over-control the plane). Your instructor quickly grabs the transmitter back from you and rights the plane. Then he gives you back the transmitter. You get about 3 more seconds of practice before he has to grab the transmitter again.

This passing back and forth of the transmitter is very cumbersome, error prone, and downright scary. In the beginning, when your just trying to keep the plane in the air, passing the transmitter will suffice. But as you get better, and you begin to do maneuvers closer to the ground (like take- offs and landings), you'll want a more fail-safe method of instructor control.

Sometimes called a buddy box, the trainer system allows you to connect a slave transmitter with the master transmitter with a cable. Once set up properly, the instructor will take the master transmitter and give you the slave transmitter. He'll get the plane in the air and when ready, he'll simply press a button and you'll have control. If you get into trouble, he releases the button and he has control again. No more passing transmitters. The trainer system will dramatically improve your odds of learning how to fly without crashing even once (especially as you begin taking off and landing).

Unfortunately, you have to have both a master and a slave transmitter. Most beginners do not want to buy a second complete radio system just to get the slave transmitter. And most pilots will not let you borrow their transmitters to be used as a slave (the servo reversing switches may have to be changed which can cause major problems when they go back to flying their own airplane).

.Note that the trainer system connector port is not equipped with all radios. Most AM style radios, for example, do NOT come with this port. You'll probably have to buy an FM or PCM to get this feature, meaning you'll have to spend a little more. But this is money very well spent!

Hints for new flyers ! Con't

What Makes The Best Trainer Airplane? There is a lot of controversy related to what truly makes a good trainer. As you talk to people at the field and read ads & articles in model magazines, everyone seems to have a different idea as to what makes the best trainer. Of course, the companies trying to sell trainers will always slant their sales information in a way that sounds right for everyone. In this presentation, I intend to discuss the three most important attributes for trainer type airplanes.

Wing configuration - The most popular trainers are of high wing design. The high wing gives the most stability for flying. Since the major portion of the airplane's weight is below the wing, high wing airplanes have excellent self correcting characteristics.

There are three types of wings used for trainers, the flat bottom wing, the semi-symmetrical wing and the fully symmetrical wing. The wing configuration has a great deal to do with ease of flying, wind penetration, and aerobatic capabilities.

Generally speaking, planes with flat bottom wings are easiest to fly. With even a small amount of dihedral (the amount of angle in the middle of the wing), they tend to be very self-correcting. However, on windy days, difficulty of flying increases due to the fact that they do not penetrate the wind very well. You will also notice a great deal of ballooning (the tendency for a plane to gain altitude when speed is increased) with flat bottom wings. Also, planes with flat bottom wings tend to have limited aerobatic capabilities.

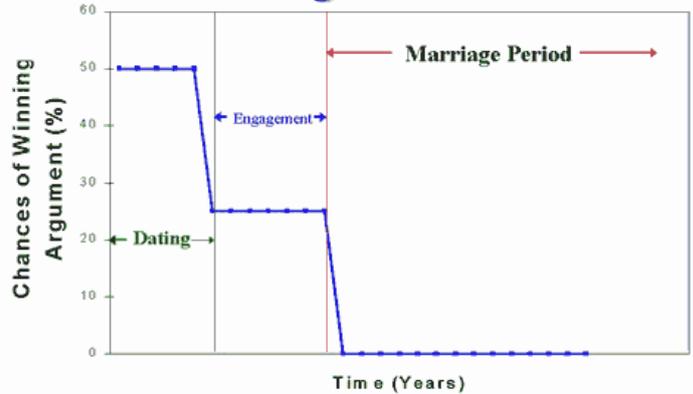
Planes with semi-symmetrical wings, while they sacrifice some in the way of self correcting characteristics, remain amazingly stable. With them you gain in wind penetration characteristics, reduce the tendency for ballooning, and increase your potential for aerobatics once you have learned the basics of flight.

High wing planes with fully symmetrical wings tend to be much more aerobatic. As long as you limit the movement of control surfaces, they can also make excellent trainers. The Great Planes Trainer 40, for example, makes a great trainer. And in the hands of an experienced pilot, can perform almost every maneuver in the book!

More next edition



Chances of a Man Winning an Argument



HAZARDOUS MATERIALS DATA SHEET



ELEMENT:	Woman
SYMBOL:	♀+
DISCOVERER:	Adam
ATOMIC MASS:	Accepted as 55kg, but known to vary from 45kg to 225kg

PHYSICAL PROPERTIES

1. Body surface normally covered with film of powder and paint
2. Boils at absolutely nothing – freezes for no apparent reason
3. Found in various grades ranging from virgin material to common ore

CHEMICAL PROPERTIES

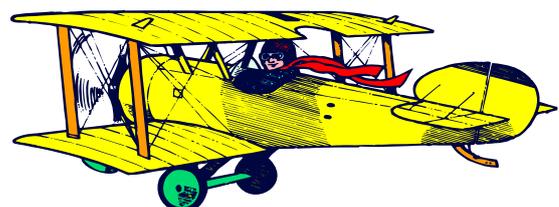
1. Reacts well to gold, platinum and all precious stones
2. Explodes spontaneously without reason or warning
3. The most powerful money reducing agent known to man

COMMON USE

1. Highly ornamental, especially in sports cars
2. Can greatly aid relaxation
3. Can be a very effective cleaning agent

HAZARDS

1. Turns green when placed alongside a superior specimen
2. Possession of more than one is possible but specimens must never make eye contact



Catch you when we fly into the next edition