



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

South West Associated Radio Modelers Society

Propwash

March 2012

From The Editor:

The Busselton Air Show over the long weekend was well attended by members of SWARMS with an impressive static display creating a lot of interest from the general public, and did they look professional in their new club shirts and caps, what a team.

With plans for the “Watt”s Electric flyin scheduled for Easter weekend well under way it would be good to quickly reflect back on the weather condition last year. Yes, blustery winds for the entire weekend only subsiding late in the day to allow most flyers to get up in the sky.

Not sure what the weather forecast is for this year but just in case I would strongly recommend that we all throw a “kite” in the car for this years event as these can be a lot of fun in windy conditions and the time waiting for the wind to abate can be utilized with something different in the sky over the field.

Interesting story on Woody’s DC 3 encounter on pages 4/5 of this edition, thank you for your contribution Woody

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

From the President



The new fridge is nearly ready to become operational hopefully by the end of the week.

I would like to thank Woody for bringing his digger along to dig the trench for the cables, Anthony for assisting with the various other components and Ian for the use of his tractor and equipment to dig the holes for the posts.

The ground is incredibly hard and would have taken a lot longer to complete.

The Easter electric event is fast closing so there is a bit of cleaning up around the field so please attend the busy bee the week prior to the event.

With three quarters of the year (financial) over give some thought to becoming a committee member and help shape the future of the club. A little more thought than that!

It was pleasing to see the number of members who turned up at the Busselton air show over the long week end to represent SWARMS in a PR exercise by providing a very good static display of aircraft for the general public to view and discuss.

I would like to thank those present for their contribution, along with the new club shirts and hats everyone looked very professional and gave the club a very good image.

Members who where present on the day, Dave, John, Woody, Ray, Scott, Ian, Grahame and Ron all had a good day sharing their experiences with the many visitors who came through the display.

Photos and snippets of the day are included with in this issue on page 8/9.



Dates to Remember

Collie flying day 25th March invitation

Busy Bee 1st April

Watt’s electric flyin 7th /8th April

“STOP PRESS”

Yes, it has finally come to an end, the Club Logo, the shirt style and colour and the hats have been agreed to and they have come off the assembly line and have been distributed to members who where at the fitting session prior to ordering these very fashionable items of clothing.

We do have a couple of extra shirts in various sizes at the club if members who missed out require one immediately, you will just need to take it in and have your name embroidered, first in best dressed.

Good news for the members who could not attend the fitting weekend, I have been able to negotiate with the suppliers to maintain the price of any shirts ordered in the future to be supplied at the same price as this special offer. **\$35.10** which includes the shirt the embroidery of the logo and the name. Extra hats have been obtained and are available from the club for **\$15.00**

Any member wishing to purchase a shirt only needs to go to “PromoteYou” and request to try on the SWARMS shirt style for size place the order and you will be advised when the item arrives.

For any further details or queries you may have, talk to Ron at the field.

Address: PromoteYou
Unit 9, 16 Albert Road.
Bunbury. WA
Phone # 9791 8195

For those members who were not available during the meetings relating to the selection of the style, colour or logo change and have not seen the end product, attached are a couple of photos for your information.



New style SWARMS hat



News style SWARMS shirt



+++++

Time to plan ahead for the future of the club and it’s members by becoming active on the committee, none of these rolls are major time consumers and with every body sharing the rolls around the workload is also shared.

Even though we have just commenced the month of March, June will be upon us before we know it, the AGM is scheduled for June and the roll of committee members needs to be addressed leading up to that date.

We already have two current committee members who have indicated they will not be standing for office this year so it is time to think about your roll in replacing them by putting your hands up for nomination prior to the meeting date.

We have a good club and facilities lets maintain that along with an enthusiastic committee, think about it now.

Financial Statements January 2012

INCOME SUMMARY

interest		\$ 0.27
Fees		\$132.00
	Total	\$132.27

EXPENSE SUMMARY

Gas		\$105.00
	Total	\$105.00

Cash at Bank
End of January 2012 \$ 10,409.76

Monthly Outcome
Profit/Loss \$27.27

Jan-12

Invitation to fly at Collie

On the 25th of March the Collie Aeromodelers would like to invite anyone from SWARMS who would like to go up to their field at Buckingham for a day of flying. They will have a BBQ available if anyone wishes to cook something but we will not be supplying meat, drinks etc. It is a bring your own day out over the hill. Could members please put names on the board if you are considering taking up this invitation and this could be organized as a club visit.

There was also a car show at Busselton over the weekend this one may not actually fly but I am sure it would feel like it on the open road.



I turned up at the Busselton airshow static display missing an aluminum wing spare which made it difficult to set up the wings on my Extra 300S, however, I overcome that by placing a screw driver under the wing tips to keep them level. Good for display purposes but not so good for flying.

When John Knowles arrived he made a comment about my lapse of memory but I told him I knew exactly where the spare was. During the day John made several references to my misfortune and this did not make me feel any better about the issue.

On completion of the event it was time to pack up the planes and transport them back home, I discovered that John had already dismantled his plane loaded it into his car and left the area .

“Karma” John had left the canopy off his plane sitting on a machine adjacent to where we had set up the display, what a breakthrough, I felt better already. I arrived home and immediately Emailed John asking him if he knew the whereabouts of his canopy. *“People who live in glass houses should not throw stones”*.

Woody's Story, DC 3 Project

Back in the seventies I had learnt to fly trainers and sports models and I felt it time to move on. How about a twin, can't be all that hard. To spend all that time and money to build one it has got to be a scale model.

Would you believe that Marataka had a kit of about 7ft wingspan DC 3 of WW2 fame powered by 2 x 40 size glow engines. Just happened to have two HP 40's in the shed, lets go.

This was a kit, as ARF models were in the future and every body built and finished their models from scratch, despite this there were some nice models around. I brought the kit, took it around to my mates place and spread it all over the lounge room floor and we sat and drooled over it.

While building we all have these dreams of a nice gentle take off, nice controlled turns and perfect landings. Because it was a bit exotic, I decided to obtain the services of our clubs expert flyer, Ray Dotodi, for the first flight. (not much has changed) Project completed it was now time to load the model and head to the field, KAMS, they were then flying at Bruce Road just down the hill form Kalamunda .

Ray turned up at the field and proceeded to tune the motors, when they were AOK it was time to take the next step. We had decided being a twin to have the motors at full throttle when launched to prevent swinging on take off due to one motor reaching full power prior to the other. I held the tail, Ray brought her up to full power, gave me the nod and I let go.

She ran about a metre down the strip, lifted off and did a loop, some where along the way Ray throttled back and managed a rough landing as he came out of the loop. A bit of damage was sustained to the under carriage but this was only minor and easily fixed. After a session of deep meaningful discussions with Ray, it was decided she was grossly over powered and it was agreed that 2 x 25's would be just ideal.

No problem, down to the model shop and next weekend down to the field with a 25 powered DC 3

This time on release she trundled along the strip, the tail came up off the ground and she slowly became airborne. After a couple of circuits around the field Ray had her down safely again on the strip.

He did say it was like flying on the edge of a razorblade, it could have dropped off anytime. More meaningful discussions, verdict, she is a bit underpowered but adequate.

Coming up was our annual public air show, I seen this too good an opportunity to miss. The DC 3 being the star static attraction and an opportunity to impress the large crowd with it actually flying.

On this fateful day, the crowd which was bigger than all expectation gathered at the field. The wind direction was coming from the location of the crowd as a result take off's were directly towards them, however, the show must go on.

Our turn to put on a display, my back was against the fence, with the engines screaming, I let her go. Read on to understand Ray's version of what happened next. At this stage I was not all that happy but every modeler knows when you get off the beaten track it's always a risk. At least this time there was a cat in the back of my mind, but that's another story !!



Ray Datodi, DC 3 test pilot's version of events.

It was too late to wonder why I got myself into this situation, a "hairy" twin with marginal stability, just enough power for a comfortable take off, an ocean of faces looking directly at me up wind and Woody lets her go. (Thanks a lot Woody)

The DC 3 gently lifted off in a very scale like manner, both engines humming in sweet synchronism and heading for the crowd lined up at the end of the runway, utter madness! The wind had swung to the South West, that part of the field should have been cordoned off but hadn't been and the increasing number of enthusiastic spectators had migrated past the barrier and were now in line with the take off path.

The point of no return !! Shut off the motors and give it full "down elevator" and demolish Woody's pride and joy and run the risk of loosing a long standing friendship, run the risk of loosing power over the crowd with dire consequences.

Too late for all of that rationalization the "Lady" was now over the heads of the crowd, still gently climbing to the "oohs and aahs" of the crowd (If only they knew)

To scared to breath in case I "twitched" an input command to any control surface, the DC 3 was in simulated "free flight" best decision yet, leave her well alone to fly over the top and clear the spectators.

I could now breath again, all clear of the spectators ! The "Lady" under the influence of the gently breeze began turning to port, all good let her go, the further from the crowd the better. Now having successfully negotiated a 90 deg turn to port, all on her own and about 50m upwind from takeoff with about 15m of altitude it was time to "take control". She looked magnificent in full side view, gently climbing, why was I ever concerned.

Woody you have done it again, what a picture!!

That feels better, now relax, do a circuit and get back down on terra firma. Oops, what's that ? "Splutter Splutter" no more sweet sound of humming synchronized 25's just one screaming "banshee" Why is it that given a 50/50 chance I'm dished out the wrong one.

With the DC 3 now flying side wind why did the downwind motor have to quit ? What was wrong with the up wind motor stopping if at all, life can be cruel. Having lost the down wind motor and already slightly banked to port and with the breeze under the starboard wing assisted by a screaming starboard motor, over she snapped into an instant and vicious spiral to the left.

Throttle off, opposite rudder and aileron, all I needed was another 20mtr-30mtr to stop the spin, straighten and pull out, what did I have about 10mtr!

Sorry Woody here is your DC 3 converted back to kit form. Upside is I don't have to go through that nightmare again today !!

Never satisfied Woody always needs more, 2 - 8 where will it end??



#####

If you are a senior you will understand this one, if you deal with seniors, this should help you understand them a little better, and if you are not a senior yet.....God willing, someday you will be...

\$2.99. Breakfast Special

We went to breakfast at a restaurant where the 'seniors' special' was two eggs, bacon, hash browns and toast for \$2.99.

'Sounds good,' my wife said. 'But I don't want the eggs.'

'Then, I'll have to charge you \$3.49 because you're ordering a la carte,' the waitress warned her.

'You mean I'd have to pay for not taking the eggs?' my wife asked incredulously.

'YES!' stated the waitress.

'I'll take the special then,' my wife said..

'How do you want your eggs?' the waitress asked. ..

'Raw and in the shell,' my wife replied.

She took the two eggs home and baked a cake.

DON'T MESS WITH SENIORS!!! WE'VE been around the block more than once!

The wind has not been all that cooperative recently but this has not deterred some from getting aloft for a fly, it has put a hold to most training flights as the training pilot would be under the control of the trainer more than in control themselves.

You may have noticed a new member on the buddy lead at the flight line recently getting the cobwebs out of the system with a bit of practice, Phil Butherway. Phil had flown models a long time ago when he worked for the Department of Meteorology, they were used to fly around the sky and collect data for weather forecasting.

As they become a bit more sophisticated and needed more data the models were a bit restrictive so he was sent off to get his pilots license so they were able to complete a bit more extensive research. Not bad, employed in a job of choice being paid to do what you enjoy doing.

Phil has now retired and decided to get back into model planes something that he enjoys doing, he has decided to go electric and is in the process of fitting out a Boomerang 60 with electric motor. In the mean time he will continue on the club trainer under the watchful eye of yours truly until he is declared competent to go solo again. All the best with your come back to model aircrafts Phil.

“Going Green”

Good to see the club is out there assisting with the global warming push, it was decided at the last meeting to do away with the now non functional gas fridge and go to “Solar Power”

Anthony was able to get a good deal on the fridge, solar panel, battery and all the necessary components to complete the installation of this from the Eastern States. Work commenced on the installation during last week and by the time this edition goes out it should all be up and running.

There will be enough capacity in the system to run a couple of other small systems off the same unit if required.

Sign on an Optometrist’s door

If you don’t see what you’re looking for here then you have come to the right place.

Peter Sabatino arrived at the field on Sunday 26th Feb with this well presented Chipmunk fitted with a 91 four stroke motor and prepared it for it’s maiden flight.



There were a few nervous moments after take off and prior to the final trim run but the flight turned out to be successful. Peter indicated that he had a few goose bumps after the flight which would indicate he is a pretty placid flyer because if it was me at the controls I am sure that I would have experienced a little more than goose bumps before the plane finally settled down.

The smile on his face said it all !!



Interesting story on how Peter acquired this plane, some people have all the luck. For a detailed update talk to Peter.

Note on an Electrical account

We would be delighted if you send in your payment.

However, if you don’t, you will be !!

Coming Event

Easter "Watt's" Electric Flyin

This event has been scheduled again this year for the long weekend at Easter, last year was the first time this event had been organized and apart from the consistent winds it was enjoyable both on the flying and social side of the sport.

Members should be preparing their electric models in readiness for this weekend and coming along over the three days to enjoy what is on offer.

We were privileged to witness several nice models on display and view some interesting demonstrations of precision flying at last years event and I look forward to more of it this year. As normal there will be a busy bee arranged prior to the event to ensure that the facilities are up to standard and members will be requested to assist on the days of the event.

The BBQ's that are arranged for the Saturday evening during these events have proved to be a winner with members and guests. It is a chance to share experiences with others who enjoy the sport and as a result we all come away better informed about motors, batteries, planes and the types of configurations that work best.

There were a number of visitors who attended the weekend last year and, in particular the two pilots who were flying the helicopters, they 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 hope they have the time to find their way back again for this years event.

The canteen has a very good reputation with visitors to the field for their catering ability, many visitors just keep coming back year after year to be pampered and spoilt with the variety of food that is on offer and all leave expressing their thanks for another enjoyable time spent at SWARMS field.

We would like to invite them all back to enjoy the hospitality again in 2012.

These events are is a great opportunity for members to meet others with the same interest in a relaxed environment, so I would recommend that you charge up the batteries and head down over the holiday weekend and enjoy the outing.

Not every thing went to plan last year Dennis, may remember this electric powered Boomerang 60 that changed shape during the day.



Danny Anspach scale electric Mitchell Bomber was there and looked impressive in the sky.



It does not always comply with your flight plan, the results of trying to fly this model whilst having the Pitts Special BiPlane programmed on the radio. It proved that the setup is not compatible for both planes.



The Busselton Air Show was a very good venue for SWARMS members to promote the sport of flying model aeroplanes over the long weekend with a static display conducted at the air port. The day was fine and hot and a large crowd came through the gates to experience a great day out, several members gave up their days flying to promote the sport by mingling with the many spectators who filed through the display enquiring about the models on display and how to get into the sport.

20 + planes varying in size from Dave's miniature bi-plane up to Woody's Spruce Goose and Catalina and every thing in between were placed in a hanger on display to create a very good variation of the type, size and style of aircraft that can be purchased or scratch built.

Part of the variation of planes displayed can be seen here before the kids tried to trample them by getting in amongst them without any supervision from parents.



The Spruce Goose is always a good talking point no matter how many times it is displayed, people are intrigued with the eight motors and find it hard to imagine that they will all run at once. (I told some that they have done but not every flight) was that right Woody.



Ray's two turbine jets dwarfed by Woody's big black Catalina in the background.



Part of the large crowd that continually filed through the display for the duration of the day. Dave Ian Grahame



I do not recall anything during the debrief about an afternoon siesta, however, I caught these three stirring from their afternoon nap.



Maybe I got it wrong but I thought our roll was to promote the sport amongst the general public, second time we have seen these two together away from the crowd.

Ian Grahame



After completing setting up it was time for morning coffee prior to meeting the wave of spectators flooding through the hangar to observe and question members.

Yes, Ray is a member he was just out of uniform due to a wardrobe malfunction that day.



We all learn something from any PR visit we participate in and this display was no exception, I observed a young girl about the age of 4 years along with her mother standing close to the display, more so, close to one of my planes.

I watched for a short while before I notice her walk away from her mother straight into the centre of the display, even more closer to my foam glider wing on the floor. I approached her and asked her to come back out of there so you don't step on any of the planes and damage them, she immediately looked up at me and said:

I have got good eyesight !! Mum stood there and said nothing.

One of Ray's very nice turbine jets that he displayed on the day, during discussion with him it sounded unlikely that we will ever see it fly at SWARMS without the runway being extended.



Whilst observing spectator behavior around the models about mid-day I noticed a male person bending over this model and starting to remove the canopy and motor hatch so I immediately approached him and said, "please don't touch the models, you can look and discuss them with the members present but we would appreciate that you did not actually touch them".

He stood up and he was a good bit taller than me, but it was too late for me to consider this now, and said, "Ray is my Dad". I did not ask him for any ID but I thought that if he new the owner there may be some truth in what he said so I wished him good day and backed off. It was later confirmed that this was indeed correct information.

If you are getting tired of standing on the ground looking up maybe this could be your next step, up there looking down.



Puns for Educated Minds

1. The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.
2. I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.
3. She was only a whiskey maker, but he loved her still.
4. A rubber band pistol was confiscated from algebra class, because it was a weapon of math disruption.
5. No matter how much you push the envelope, it'll still be stationery.
6. A dog gave birth to puppies near the road and was cited for littering.
7. A grenade thrown into a kitchen in France would result in Linoleum Blownpart.
8. Two silk worms had a race. They ended up in a tie.
9. A hole has been found in the nudist camp wall. The police are looking into it.
10. Time flies like an arrow. Fruit flies like a banana.
11. Atheism is a non-prophet organization.
12. Two hats were hanging on a hat rack in the hallway. One hat said to the other: 'You stay here; I'll go on a head.'
13. I wondered why the baseball kept getting bigger. Then it hit me.
14. A sign on the lawn at a drug rehab center said: 'Keep off the Grass.'
15. The midget fortune-teller who escaped from prison was a small medium at large.
16. The soldier who survived mustard gas and pepper spray is now a seasoned veteran.
17. A backward poet writes inverse.
18. In a democracy it's your vote that counts. In feudalism it's your count that votes.
19. When cannibals ate a missionary, they got a taste of religion.
20. If you jumped off the bridge in Paris, you'd be in Seine.
21. A vulture boards an airplane, carrying two dead raccoons. The stewardess looks at him and says, 'I'm sorry, sir, only one carrion allowed per passenger.'
22. Two fish swim into a concrete wall. One turns to the other and says 'Dam!'
23. Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.
24. Two hydrogen atoms meet. One says, 'I've lost my electron.' The other says 'Are you sure?' The first replies, 'Yes, I'm positive.'

25. Did you hear about the Buddhist who refused Novocain during a root canal? His goal: transcendental medication.
26. There was the person who sent ten puns to friends, with the hope that at least one of the puns would make them laugh. No pun in ten did.

#####

The FESA fire fighting helicopter was on display and did a water drop during the morning.



The owner / pilot of this well preserved Waco heard where the crowd were all congregating so he taxied his plane and parked right outside the hanger where we had the display in to ensure that they also seen his plane on their way out.



Please God, grant me the senility to forget the people I never liked anyway.
The good fortune to run into the ones that I do like and the eye sight to tell the difference.

Training tips from the Instructor

When it comes to actually teaching, we break teaching RC flying into four basic steps. In any form of teaching it is good to limit the number of things a student must learn - and RC flying is no exception.

1. Teaching how to master turns and level flight
2. Teaching how to set and hold headings
3. Teaching how to master take-offs
4. Teaching how to land

While this may sound overly simplistic, think about it. To get to the point where you are flying by yourself, every technique you master fits into one of these four steps!

What we assume: Before taking a beginner up for the first time, there are several things that need to be explained. We assume, for example, that the student knows the basics of aerodynamics and flight.

He or she knows the stick controls on the transmitter (ailerons, elevator, throttle, and rudder) and knows the function of each control. And, of course, we assume the student's airplane has been checked out by a pre-flight instructor and has had at least one trim flight if using their plane.

Flying preferences: Instructors tend to teach what they know in the same fashion they know it. There are several alternatives to almost every important function of flying. Good instructors recognize that their own ways are not only (and in some cases not the best ways) of doing everything.

Fingers or thumbs? - Twenty odd years ago, I was taught to fly with my thumbs. I have flown with my thumbs all this time and I freely admit that flying with fingers is better. I've tried to get comfortable with fingers, but (as yet) I have not been able to. As we teach a new person to fly, I would suggest we start them off right from the beginning using their fingers.

The further a person progresses, and the more precisely they wish to fly (when pattern flying for example), the more important it is that they be able to fly with their fingers. Take it from me - it is very difficult to switch to flying with fingers once you have learned to fly with your thumbs.

How do you handle the left/right problem? - Beginners have a common problem when it comes to mastering turning. After entering a turn, they tend to forget which way they are turning and give the wrong aileron to exit the turn (sending the plane deeper into the turn).

There are several ways you can help the beginner with this problem. One way is to ask them to turn their body to face the plane's heading.

If they are looking in the same direction as the plane is flying, it will help them remember which way the plane is turning. Another is to get them to keep repeating (out loud) from the beginning of the turn which way they are turning.

With either method, the beginner will eventually become comfortable turning and not need the crutch. My suggestion would be to get them to stand in a stationary position when flying (this is especially important if you're not using the trainer system) and get them to keep saying out loud the direction they are turning.

What throttle setting do you use? - When I first begin training, I try to keep the throttle about half setting or below just high enough to keep the plane in the air. This ensures smooth docile performance and minimizes the beginner's natural tendency to overcontrol. It also helps them make level turns. However, I have actually had beginners that catch on quicker when the engine is running faster (Lauchlan). For some people, a responsiveness airplane is easier to master than a docile one. Either way, keep in mind that we will eventually need to have the beginner practice at all throttle settings from idle through full throttle.

How much control surface motion do you want? - Again, instructors tend to disagree on this point. Since beginners have a natural tendency to overcontrol, many instructors like to set up trainers to be very docile, minimizing control surface motion (possibly with dual rates). This means the beginner must move the sticks quite a bit to cause a reaction from the plane. However, my feeling is that it is better to keep the plane rather responsive for three reasons.

First, the beginner must eventually learn the precise control motions needed with sensitive control surfaces (on this airplane or their next one). Second, on windy days minimal control may not be enough to cause any response from the airplane in certain attitudes. Third, as the instructor, we need the plane to be responsive enough to get out of precarious attitudes.

Moore next issue !!



On Silent Wings !!

Ian Clapp has recently returned from a few days relaxing in Albany where he sent a glider aloft off a sandy cliff for a bit of relaxation. He indicated that he had a ball whilst down there with so many flying location to choose your launch from, any of a number of ideal locations are governed only by wind direction .

He indicated that it would be a top weekends trip for SWARMS members to go down and experience the same thrill he had recently. The trip could be varied as there are so many option in and around Albany for gliders, powered flight, sea planes and the list goes on. I am sure any interested members will be talking to Ian about the proposed weekend suggested for around the middle of the year.

Preparation and assembly of the model in the car park.



Final radio checks conducted prior to launching the model over the side.



Some real precision flying here as the model can be seen flying between the handrails on the platform (or was that just good photography). The handrails are a perfect height for flying, lean on the top rail to rest the radio and it is very a comfortable position.



The model Ian is flying is a Hornet which is over 30 years old, the model is still in very good condition and continues to fly well. Not sure about the height of the cliff he is flying off and how far you might have to climb down to retrieve a model should something go wrong during the flight but it certainly appears to be an ideal site.

Noticed this add turned up at the display during the day and at one stage it was stuck onto the wing of Scott's plane which caused a bit of confusion.



Catch you when we fly into the next edition