

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

South West Associated Radio Modelers Society

Propwash

May 2012

From The Editor:

Welcome to the May edition, only a couple of months have past since the last edition, however, a lot has happened around the club.

Yes, we have successfully gone solar with the installation of the new fridge and the solar panel out in the paddock. This has proved to be a winner. Members are asked not to fiddle with the control panel behind the fridge as we have already had an incident of this and as a result all the frozen foods in the freezer had to be thrown out.

The electric flyin over the Easter break was a great weekend, however, it was not as well attended as the initial one last year, the weather was perfect both days for some enjoyable flying.

We have another interesting article in this edition relating to Woody's first Catalina back in 1980. It appears that Woody liked a challenge and he is still enjoying the challenge of constructing and testing models today.

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 electric weekend was a great success, maybe not with the attendance, but with the general enjoyment that was had by those that attended.

It would seem anyone that didn't damage an aircraft just wasn't flying.

The dates have been set for both a club meeting 6 May to discuss the canteen and club facilities being closed, the repair of the mower and or suggestions to have it repaired, also the club AGM which will be the 10 June so that brings to mind.

YOUR nominations and becoming more involved in your club and taking up YOUR position on the committee.

I would like to encourage all members to attend both of these vital meetings.

Personally wouldn't it be great if we could just hire staff to fill these positions on the committee the possibilities are just endless.

When they don't do what we want we can sack them and get others in, also we could hire workers to mow clean the crapper ah life would be goood, buggger reality.

Heard on the grape vine that two of our members who attended the Nationals in Perth last week were successful in their respective divisions.

Scott was awarded second place in his division of the IMAC competition and Eddie was awarded fourth place in the gliding division.

This is a very good outcome as the competition is of a very high standard with pilots from all over Australia fiercely competing for top spot.

Congratulations to you both on a splendid performance.



Dates to Remember

Club meeting 6th May

Club AGM 10th June

IMAC Competition 28th/29th July

The outcome from the static display conducted at the Busselton airshow has been very positive. The club has been approached by two High Schools in the area to enter into discussions with the intention of setting up an aviation group within their schools. The schools are Australind High School and the Cape Naturalist College Vasse.

There has also been a number of the general public who attended the display visiting the field over the past two Sundays to get further information about the sport.

Extracts from the letter from Australind High School:

For some years Australind SHS has delivered a Course of Study called Aviation to our students who are University bound. The aim is to have more vocational programs for students who may work in the industry but not as a pilot, as well as Aviation studies to operate at the school. As the Aviation Industry is much bigger than just pilot training.

I am very interested to get our students involved in the Aviation Industry in years 8 and 9 with the development of a Model Plane program. I saw all the planes on display at the Busselton Air show a few weekends ago and picked up your flyer about your organization.

My Principal and I are very keen to meet with you and other members of your club to see if we can develop some ideas and link up with the club to enable the students to build and fly model planes they make.

I would be interested to come a visit your club rooms etc if that is possible while I am on holidays after Easter.

Extracts from the letter from Cape Naturalist College Vasse:

Following our telephone conversation I would like to ask the club if any members would like to be involved in supporting Gifted and Talented students to learn to build an airplane.

We would be looking at one of your members giving a workshop to between 5 and 10 students to help students starting to build the plane. The workshop would need to be held during school times, the duration and venue can be negotiated.

I am looking forward to working together.

If these discussions are successful it will mean there will need to be some commitment from members to get involved with these programs if and when they are set up, after the discussion have been held to look at what options are available to implement these programs more details will be circulated to members.

This is an opportunity to give something back to the sport and enable the youth to get involved so that they may get the same enjoyment out of the sport that you have derived over the years.

Annual General Meeting

The above meeting will be conducted at the field on *Sunday 10th June 10am sharp.*

Grahame, Scott and Anthony have indicated that they will not be standing for re-election this year.

It is time for members to consider taking on a roll on the committee, the club can not run without a functioning committee so give some thought on how you can assist over the next 12 months

Not sure what the consequence are for the club if we get no nominations... but at a minimum we won't be able to register with AWA/MAAA nor be legally a "club" without a committee.

The following position will be declared vacant on the day and I would urge you to consider taking one of them on, there is not a large workload in any of these positions all that is really required is a small commitment.

**President*

**Secretary*

**Treasurer*

**Canteen Manager*

**Safety Officers*

**Propwash Editor*

New and long serving members need to consider the roles, even if they have done them in the past.

Remember all of the positions above will be declared vacant come 10th of June and we will require YOU to get involved.

If you are interested in assisting or would like to know a bit more about the rolls please talk to the member who is currently in that position to see what is required to fill these positions.

Your assistance would be greatly appreciated in keeping the club viable and active over the next 12 months nomination forms will be placed on notice boards shortly.

Well the Easter weekend “Watt’s” Electric flyin has come and gone and what a great weekend it was weather wise, not so for some flyers who attended. The crowds were down on last year, however, for those who attended the event it was both challenging and some what rewarding as a variety of planes were tested, in some cases to the extreme.

The usual the old saying “There are only two types of model planes, those that have crashed and those that are about to crash”, we had them all over the two days. The BBQ held on the Saturday night was enjoyable for those that attended, however, the numbers were down on last year.

The flying commenced on Saturday morning and the conditions were good and only got better as the day went on with near to perfect conditions for electrics in the later part of the afternoon. Late in the afternoon John arrived from Northam with a variety of old timer electric models, these relished the condition and were aloft for a lengthy duration and at times were hard to get back on the ground due to the lift over the field.

Sunday was another good day for flying, (I thought any day was a good day for flying) and we were blessed again this year with the attendance of the helicopter pilots from Albany, they gave a great display of what helicopters should not be able to do with some precision flying through out the day.

The remains of Grahame’s Tiger Moth after loosing control on take off, the plane was caught by a cross wind , it wind veined and turned towards the pits. It hit the large gum tree outside the club rooms and descended onto Anthony’s van parked below.



Grahame indicating where the plane hit the rear window of Anthony’s van, apart from a bit of yellow paint on the window no damage was sustained on the vehicle.



Where do I start ??



The helicopters being charged in preparation for their next flight



There was a lot of fun derived from the owners Grahame, Anthony and Ron, of these three Sky-fun jets over the two days with a lot of trial, error and skillful flying to finally get on top of them. Contrary to all beliefs one was fitted with a stock standard motor and the other two were fitted with hotter up versions and this certainly showed in the sky during the flights.

After several attempts to launch them, copious quantities of glue to repair the failures and a lot of persistence they were all in the sky and flying very nicely at the end of the day.



Anthony assisted by Grahame attempting another launch to the heavens, when at top speed (which was not very often due to minor motor glitch each time) the plane would very quickly climb away from the ground.



Hobby King has a lot to answer for here, how can three grown men spend so much time and effort and get so much pleasure out of a flat piece of foam that finally flew very well around the sky at high speed.

If anyone would like a buzz out of flying these talk to the boys on how easy and cheap it is to get into one of these planes.

Up and away after another successful launch.



Look at what extent I had to go to just to get my photo in the magazine, experienced some real problems on one of my take off (obviously it was the last one) and this was the result.



It did finish up on it's wheels but that's about all.



The first Catalina.

After the DC3 saga, I learnt 3 things if it's to be a twin, it had to be large, have a big wing that doesn't taper too much & have the engines as close together as possible. The Cat fits all these.

I bought a Pommy model Aero mag & low & behold this chap had a kit for a Cat with a 108inch wingspan (9ft or about 3m), about 1\12th scale. It was a balsa kit with ribs & bulkheads cut but all the spars etc you had to find for yourself.

All the way from the UK & away I went. About halfway thru I thought if this baby goes in on the first flight that's it, now if I made a fibreglass mould for the fuse & a foam core wing, I could rebuild fairly easily. I had made a couple of sports models with glass fuses & foam wings, this would be just the same only bigger.

The balsa fuse was used as a plug for a female mould & so I had my fibreglass fuse. From go to whoa, all this took about 2 years as back then I wasn't retired & had to do annoying stuff like making a living. The company I contracted to (System Built) had won a contract would you believe in Iraq.

This was in 1980 & if you remember back then Iraq was the good guys, Iran had the Yank hostages from the over-run US embassy, they were the bad guys. Back then the WA Overseas Project Authority (WA Govt) had a contract with Iraq to improve wheat yields.

They were paid \$7 million for this & would send Chamberlain tractors & all the modern gear along with 5 farming family's.

Our job was to build their village, me being the Plumber. The farmers were to stay 5 years & estimated they could improve the yield 5 fold. Back to the Cat, with the OS trip looming, I was determined to test fly before I went. Power, well I had those 2 HP 40's from the DC3 so she should have plenty of power.

Came the big day, my son Jim & I went out to KAMS field which was now down at Southern River.

The Club had re-laid a strip which was surfaced with blue metal dust, not that hard. Ray Datodi was there but this time I was to be the test pilot, Ray helped me tune the motors. Moment of truth, take her out to the strip Jim & I gave her full throttle.

She waddled down the strip like an overweight duck at a slow walking pace with no hope of getting Airborne. Back to the pits, squeeze another few revs out of the poor old 40's but to no avail.

Just as they were overpowered for the DC3 they were grossly underpowered for the Cat. You know me, never give up, one last go. This time Jim, I'll give her full power, wait till they're howling & run like sh---- with her down the runway, to everyone's surprise, (me mostly) she slowly rose into the air, somehow she clawed enough height to do an ever so gentle turn & I did the landing circuit & somehow got her down.



Wasn't my best landing but she was still in one piece. As I was off over seas next week & would be there for about 6 months, I asked if anybody would like to take the Cat, fit 60's & see how she went, Neil Giggins volunteered.

The trip to Iraq was quite successful but a bit scary at the end. The 10 year war with Iran started but we got out thru Turkey. On the way home in Singapore, I picked up 2 61OS FSR'S, Ideal for the Cat.

Plenty of power, flew her a few times but on a takeoff, one quit at the critical moment & she did a slow graceful cartwheel back to Terra Firma, oh well, you will build twins.

Neil now tells his story with the Cat.

It was quiet sad to see Woody leave the KAMS flying scene for goodness knows how long, but he obviously was looking forward to the challenge and experience of working in a foreign country. I was pleasantly surprised when Woody asked me would I like to have the "Cat" for forthcoming sea plane events held annually at Lake Gngangara and organized by Wanneroo Club.

Those sea plane days were very popular over several years and sea planes of many various designs and scale appeared and did their best and worst to perform on and off the water.

Rob's timing was perfect as I had two OS 60 FSR two strokes just waiting for a Catalina. After observing Woody's initial flight with the Cat fitted with two HP 40's off land the two 60's would be perfect for the Cat off the water.

Each of the two 60's were mounted on machined aluminum plates attached to the existing bulkheads. Big mistake, the resonant frequency of both engines at about 1/4 throttle and 3/4 throttle would have caused damage to the wing structure. The dreadful noise they omitted was painful to the ear. Changing the mounts to soft plastic ones almost cured the problem, but not completely. Never the less it was flyable if I played it carefully and stayed away from those particular throttle settings, very strange, tried many other variations of props but could not completely eliminate the effect.

Remember, this was in the days of non-programmable / non-mixable radios on 27 Mhz frequency, all just added to the fun.

Having installed my radio gear and using the land based fixed gear undercarriage Rob had previously fitted we headed to the KAMS Southern River field for some fixed gear test flying and sorting out before sealing up and waterproofing leading up to the forth coming event. Engines were pre tuned and the test flight was soon underway.

The Cat was off the ground in a very short time and handled beautifully, only slight trimming necessary and then I had one motor go out, (don't they always) instinctively the only thing to do is remember the rule "don't turn into the dead motor" the pulse goes off the clock, hold it level with ailerons and a little rudder. It was so docile, I then fed in almost full aileron trim and it sat there and flew straight as die, didn't need anymore power it was great.

Completed a circuit and landed ok, after this experience the Cat cried out for aileron / rudder mix, a "Y" lead was a simple fix and some geometry adjustment to the rudder gave good co-ordinated turns.



Back in the workshop I felt that it needed a true Catalina feature, retractable wing tip floats, Rob had made provision for these so I added two Rohm air retract rams, a control system and now had operating floats. Another feature I tried was a mechanical differential throttle operating system where the throttles could be controlled for turning with power on the water, this did work but not as effectively as one would have wished.

Having completely sealed the Cat it was time for the big event, the ultimate test on the water. A couple of test flights from the water proved it's handling, waterproofing and rudder operation proved to be effective on the water.

The Cat did sit low in the water but scale like, one of the big surprises was the dramatic increase in airspeed when the floats were retracted. There was no pitch change but the speed increase was very noticeable, as if the brakes were suddenly released.



On the bid day at Lake Gnangara the Cat performed beautifully, once the power was checked by full elevator, aileron to get wing level sit it "on step" it was a joy to handle. Very authentic was the lift off and to see the sun glinting on the trailing water streaming from the belly, it could have been the real thing.

The event was also a competition with various maneuvers typical of float planes on water, including some basic aerobatic routines. In the procedures a loop was called for, not having looped a Cat before and not knowing whether in its history a Cat had ever been intentionally looped, well why not it had the power.

Approaching from a powered level altitude I fed in the elevator and the Cat responded with a graceful nose up attitude which I found it would hold, so I held it to scribe a perfect arc to the top of the loop, wings still level, second part of the loop was a circular as the first. Power back half way down and level out at the bottom of the arc right at the entry point.

I then continued around in the circuit and heard someone blowing in my ear and cheers from the shores that the Cat had been judged a perfect 10 for the loop. The only 10 I have ever scored in my modeling career. I completed the schedule and landed without incident and taxied to shore. Oh what a feeling, and very please to have completed Woody's project in his absence, proving that his Catalina dream was possible. Just look where it has now taken him.

Thank you Woody for the opportunity to be involved with your Catalina at that time of my modeling experience.

It was very much appreciated.



Senility

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

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

Supersonic flight trials. Could this replace the Concorde ? Tests are being conducted to improve supersonic travel, is this the aircraft of the future ?



An American holidaying in Australia was invited to go duck shooting. When a bird fell out of the sky the Yank claimed it as his, an Aussie also claimed it. The Aussie said to the Yank "Out here we have a way of settling these disputes, we bend over and allow each other to kick us in the groin. The last one standing gets the bird".

The Yank dutifully bent over and the Aussie gave him an unmerciful kick in the groin. After rolling around the ground in agony, the Yank got up and said "my turn now".

The Aussie replied, "It's only a bird you can have it".

Confession !!

An elderly man walks into a confessional. The following conversation ensues:

Man: "I am 92 years old, have a wonderful wife of 70 years, many children, grandchildren, and great grandchildren. Yesterday, I picked up two college girls, hitchhiking. We went to a motel, where I had sex with each of them three times."

Priest: "Are you sorry for your sins?"

Man: "What sins?"

Priest: "What kind of a Catholic are you?"

Man: "I'm Jewish."

Priest: "Why are you telling me all this?"

Man: "I'm 92 years old I'm telling everybody!"

Most commonly asked questions by new pilots

Most common answers given.

How many airplanes can fly at a time? - The MAAA has allotted over 40 frequencies to model aviation working on 36 MHz. These frequencies are given numbers, ranging from about 16 to 58. In theory, this means that over forty planes could be flying at the same time! However, the likelihood of forty flyers showing up at the same flying field without duplicating frequencies is low. With the introduction of 2.4 GHz frequency it has eliminated the risk of cross frequency signals being transmitted.

Also, when more than six or seven planes are in the air at the same time, it can be quite distracting to the flyers (mid-air collisions do happen). For this reason, SWARMS limits the number of planes that can be in the air at the same time to 4 airplanes. Note that if one flyer turns their transmitter on when another on the same frequency is flying, the pilot of the plane in the air will lose control of the plane.

This is why the club uses a frequency control board. It is important that pilots / students understand the rules of your frequency control board and ensure their frequency is clear prior to turning on their radio.

How long can they fly? - Depending on the size of the engine and the size of the fuel tank, the range of flight time can be from about 10 minutes to well over 20 minutes. One common recommendation for a .40 sized engine is about a six ounce fuel tank. This will allow about a 10-12 minute flight.

What happens if the engine quits? - Most planes designed for beginners will glide quite well. In the hands of an experienced flier, a plane can be safely landed even if the engine quits. Of course the altitude and attitude of the airplane at the time of the engine failure has a lot to do with how difficult it is to safely land the airplane. The higher the plane, the more time the flier will have to plan the landing. (Landings without power are called dead-stick landings.)

How far away can the airplane fly? - The rule of thumb is: if you can see it you have control of it! Generally speaking, your radio will have control of the airplane for up to distances of more than a mile. The higher the plane, the greater the range.

How fast do they go? - This depends on the style of airplane as well as the size of the engine. Trainers will fly at speeds of about 20-40 miles per hour, depending on the maneuver. More aerobatic sport planes can reach speeds of well over 90 MPH. Pylon racers designed for speed can go as fast as 150 MPH.

How high can they go? - As high as you can see them. Again, if you can see it, you have control of it! However, flying fields that are located in close proximity to airports usually have some height limitations. Instructors will relate to any rules related to height and position flying.

Is flying an RC airplane like flying a real (full scale) airplane? - In essence, yes. You'll have the same basic controls a full scale pilot has of a real airplane.

However, full scale pilots that have learned to fly RC airplanes tell me that there is quite a difference in actual flying technique. They say an RC airplane responds much faster than a real airplane. They also say that learning to fly RC can be awkward, since there is no feel for the planes maneuvers. RC flying requires much more hand/eye coordination since you must respond to what you see.

Is it hard to learn to fly? - This is a tough question to answer. Everyone has a different aptitude level for learning RC. This much is certain. RC flying is hard enough to learn that you will not want to try to learn by yourself. In over 20 years of flying experience, I have never seen anyone learn by themselves that did not go through several airplanes (or at least several crashes) in the process! Fixing airplanes is not nearly as much fun as flying. If you want to learn to fly with the least amount of problems, join the club and work with one of our instructors. He'll flight test and trim your plane, take off and land for you, give you pointers, and stand close by, ready to take control if you get into trouble in the air. While we can't promise your instructor will never crash, you will have a much better chance of keeping your plane in one piece with an instructor than without one.



How long does it take to learn to fly? - Like the previous question, this is tough to answer. It depends upon the student's aptitude. It also depends on how often you practice. The more often you practice, the shorter the time it will take to master. You know the saying, "If you don't use it, you lose it!" It truly applies to RC flying. If you only fly once a week, it may take quite a long time. You'll be struggling to remember what was learned in the last session. We have seen people solo (fly by themselves for an entire flight) in as little as two weeks of practice (every day for several flights). Others make take the whole flying season to learn to fly. Yet others may take more than one flying season. With a good instructor, even the learning stage is fun and rewarding. So this period should seem to go quite quickly, regardless of how long it takes.

What's the hardest part of flying? - Landing. Your instructor will first teach you how to keep the plane in the air, making simple turns. Then you'll progress to flying figure eight patterns. Once you can keep the plane in the air by yourself without any problems, you'll learn to take-off. Finally, once you have mastered all other phases of flying, you'll learn how to land.

How much wind can there be? - Experienced flyers can fly (sport planes) in winds well over 20 MPH. However, the more wind, the harder (and less enjoyable) it is to fly. Beginners won't want to fly in winds much over 5 MPH until they have mastered the first step of learning how to fly.

What is the best size for learning? - Generally speaking, the smaller the airplane, the less expensive it will be. Unfortunately, the smaller the airplane, the less stable it is and the worse it handles in the wind. Keep in mind that all size RC airplanes perform nicely on calm days. I recommend starting with an airplane large enough to handle the wind you get.



#####

Had the pleasure of looking over this Cub J3 scale plane last week and was very impressed with the quality of the construction and the covering. It is an ARF model very well built and had a fully functional undercarriage and can be fitted with a variety of motors.

I was also very impressed with the price, \$160.00 it is supplied by Hobby King and would be a perfect medium scale model for any enthusiast.



Specs:

- Wingspan: **2310mm**
- Length: **1500mm**
- Flying Weight: **5300g~5400g**
- Wing Loading: **69g~71g dm2**
- Airfoil: **NACA-4412**

When you retire from flying you might like to relax on something like this \$11.4 million yacht recently launched it accommodates 11 people



Trying to outdo the Spruce Goose here Woody, not yet proven in the air.



Maybe I Should have stayed in the plane

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.

Aussie Salesman

A young Aussie lad moved to London and went to Harrods looking for a job.

The manager asked 'Do you have any sales experience?' The young man answered 'Yeah, I was a salesman back home in Dubbo.'

The manager liked the Aussie so he gave him the job. His first day was challenging and busy, but he got through it.

After the store was locked up, the manager came down and asked, 'OK, so how many sales did you make today?'

The Aussie said 'One!'

The manager groaned and continued, 'Just one? Our sales people average 20 or 30 sales a day. How much was the sale for?'

\$124,237.64

The manager choked and exclaimed \$124,237.64!! What the hell did you sell him?'

'Well, first I sold him a small fish hook, then a medium fish hook and then I sold him a new fishing rod.'

'Then I asked him where he was going fishing and he said down at the coast, so I told him he would need a boat, so we went down to the boat department and I sold him that twin-engine Power Cat.'

'Then he said he didn't think his Honda Civic would pull it, so I took him down to car sales and I sold him the 4 x4

The manager, incredulous, said, 'You mean to tell me...a guy came in here to buy a fish hook and you sold him a boat and a 4x4?'

'No, no, no... he came in here to buy a box of tampons for his lady friend and I said...'

'Well, since your weekend's stuffed, you might as well go fishing.

%%%%%%%%%

My wife was hinting about what she wanted for our upcoming anniversary. She said, 'I want something shiny that goes from 0 to 150 in about 3 seconds.'

I bought her a set of scales.

And then the fight started...

Justice !!

A self important college freshman walking along the beach stopped and took it upon himself to explain to an Elderly Citizen resting on the steps the reason why it was impossible for the older generation to understand his generation. "You grew up in a different world an almost primitive one" the student said loud enough for all to hear.

"The young people of today grew up with television, jet planes, internet, space walking, man walking on the moon. We have nuclear energy, ships and cell phones, computers with light speed and many more.

After a brief silence the Elderly Citizen responded with, "Your right son we did not have them things when we were young so we invented them.

Now you arrogant little "Shit" what are you doing for the next generation.

The applause was deafening.

#####

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first: the truck, the car, e-mail, fishing, always something more important to me.

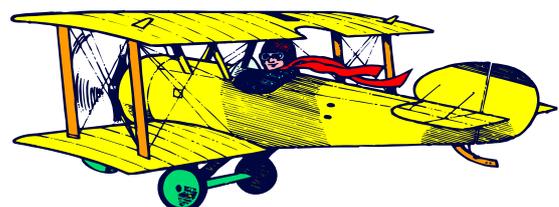
Finally she thought of a clever way to make her point.

When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors.

I watched silently for a short time and then went into the house. I was gone only a few minutes. When I came out again I handed her a toothbrush.

'When you finish cutting the grass,' I said, 'you might as well sweep the driveway.'

And then the fight started...



Catch you when we fly into the next edition