

Propwash

October 2012

From the President



I am pleased to report that the Scale Rally was a successful weekend for the club both with the flying activities and financially.

Thank you to the members who attended the Busy Bee to ensure that the field was in good condition prior to this event, this is a very popular venue for flyers and when it looks good it certainly enhances the venues value.

Thank you to the members and their wives, partners and children who worked continually over the weekend to ensure that the event was a success and that visitors and the general public were well catered for with food and drinks.

The flying and the weather conditions were enjoyed by all pilots who participated and this will ensure that they will return again for next years event, several of those who attended are now regular visitors to the field and look forward each year to attending.

The next club function will be around the time of a Christmas party which will not be too far away, heard on the radio just yesterday there was only 12 weeks to Christmas so get your hobby orders in early.



From The Editor:

Scale Funfly has been and gone but the memories linger on. It was another great weekend with the weather turning it on providing a very pleasant two days.

The busy bee conducted on the 23rd was well attended and a tremendous amount of work was completed leaving the field looking in very good condition for the event.

The numbers of attending pilots was down a bit this year but all who attended really enjoyed the weekend.

The BBQ conducted on the Saturday evening was well attended and a very nice meal was enjoyed by all, the evening was a little cold to say the least, however, the meal and good company certainly took your mind off the temperature.

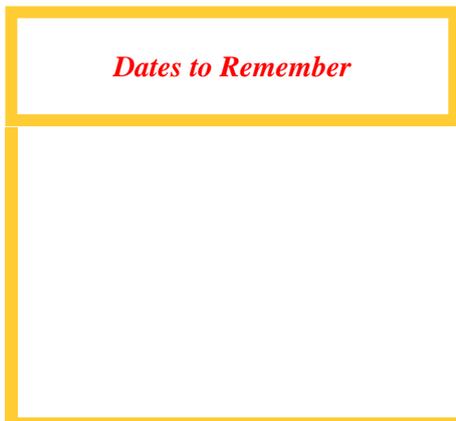
Several of the regular attendees made the field their home for the weekend as they had their own little camp site set up close to the action.

Their were a few mishaps during the two days of flying but that is the sport, it was once said that there are only two types of model aircraft, those that have crashed and those that are about to crash.

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.

Dates to Remember



The success of any event is governed by the input prior to the event, if preparation is good the outcome will be positive. That was the case with the recent Scale rally, although the numbers were down a bit this year than previous years it was still a great weekend.

The amount of quality work performed at the Sunday 23rd September busy bee in preparation for this event left the field in pristine condition for the event and the good work done by the cows in the out field during the week was also a bonus.

There were many familiar faces around the pits which is an indication that these people have enjoyed the flying venue and hospitality before and have again returned for a little more.

The camping facilities were again well utilized and the public car park was a hive of activity through out the two day event with many visitors coming to have a look at the display of planes and flying activities.

We were privileged to have had another helicopter donated to the club by Alan from the Collie club as a prize to be included in the raffle and this created a lot of interest through out the weekend. DLE Engines donated a DLE-35 RA engine which was also included in the raffle and both of these main prizes were won by the same person David Jones from DAMS. Thank you to both parties for their donations towards the raffle.

The canteen was managed to perfection over the two days by the Amadio girls, Brianna and Nadine and at meal times they were supported by Pat and Kylie

The resident chefs Brady, Anthony and Troy had the patrons coming back for more and they really excelled over the hot BBQ's on the Saturday evening providing succulent meat for the attendees.

The flying had ceased around 5-30pm on the Saturday and members and visitors settled into Pre-Dinner drinks as the sun settled in the west, the aroma of the meat cooking on the BBQ's put them in a very good frame of mind for when they were called to devour the meal.

It was good to see that weight watchers were not invited to the BBQ as those present were treated to a very wide variety of good healthy sweets, maybe some had a high content of sugar but it was certainly worth it to participate now and worry later.

The Sunday weather proved to be a little better than Saturday and it was not long before a variety of scale planes were buzzing around over the field. Several of these had flown here previously and when discussing this with the pilots each one of them indicated how they really enjoy flying at this field and can't get enough of it.

During the morning Woody turned up with his yet to be flown Catalina and commenced assembling it for a static display, however, he did complete a couple of taxi runs up and down the strip later in the day. He indicated that the test flight is likely to be 14th October down at Margaret River off the water so listen around for confirmation of this as it will be something to see if it is anything like the maiden flight of the Spruce Goose.

As with any flyin or air show there are some casualties and this one was no exception some of these were minor however two were terminal, one was due to the failure of the tow line to detach correctly from the glider to tow plane causing the wings to fold up and wrote the plane off on impact with the ground.

The other occurred at the end of the afternoon on Sunday as a visitor was flying alone when the plane came down in the outfield causing major damage, we can report that no one was injured during these two occurrences.

The general public showed a lot of interested in the planes and their performance over the weekend and as a result we have two very interested people who indicated they will be back to become members. The discussions with these people on how the club operates and trains new members certainly pays off even though there is a lot of questions to be answered it gives prospective members a clearer picture of what might lay ahead if they do become members.

As we slipped into Sunday afternoon some of the attendees were packing up and making their way back to their respective homes and it was time for us to clean up and put a few things away. There were a few who made the decision not to pull up camp and stay another night at the SWARMS holiday village.

Thank you to the members who participated in the lead up to the flyin and on the weekend and for the visitors who attended making it another successful weekend of fellowship, flying and eating I look forward to the next one.

Financial Statements August 2012

INCOME SUMMARY

interest		\$0.08
Fees		\$ 5,222.50
Donation (E Meester)		\$500.00
IMAC (S Pittick)		\$515
Elders claim		\$1592.95
	Total	\$7,830.53

EXPENSE SUMMARY

Canteen		\$200.00
Clappy field mowing		\$100
Elders		\$620.23
Harvey Farm services		\$1,310
Tractor purchase		\$2,000
	Total	\$4,229.79

Cash Bank End of August 2012 \$
9,519.15

Monthly Outcome \$3,600.74
Profit/Loss

There was a profit of \$726.45 raised from the Scale Rally over the long Weekend.

This unique set up named Diamond 4 was here again this year built and owned by Adrian Byrne from Waneroo club, 4 planes linked together, looked a very unusual set up in the pits and those present were eager to see it fly, and when it did it was quiet spectacular in the air.

Adrian did experience some damage to this unit on landing



I asked my wife, Where do you want to go for our anniversary? "
It warmed my heart to see her face melt in sweet appreciation.
Somewhere I haven't been in a long time!'she said.
So I suggested, How about the kitchen?"
And that's when the fight started....

Scott caught in full flight during the weekend.



Woody's story "Little Toni"

The plane was a Cosmic Wind probably better known as a Little Toni. It was a midget pylon racer popular just after the War.



The plane is a scale model of this. The kit was one of the first fibre glass fuselages & foam wing. The wing was foam with the balsa sheeting already glued on, you had to put all the bits together, get a good finish and paint it. This was to be my pride & joy so I went all out & bought 2 pack epoxy paint specially for models. It's great stuff, I think there's still some in the brick paving where I painted it. At the time I built it, Greg Watson was a member of our club who owed me a couple of favours & he just happened to be a sign writer. I painted it & he did all the markings, there are no stick ons.



It did look great. The power was a 60 or 90 glo engine, I chose a 60 OS FSR. Back then this seemed to me plenty of power, we were a long way from to days IMAC 100cc's plus models which hang on the props.

She flew very well, probably similar to days IMAC planes but you must remember back then these were not ARF, built at home, not by a computer. The radio gear was also fairly basic.

The Toni was one reason why I quit the hobby, the radio gear had a few intermittent failures, the first couple I managed a couple of hard landings but the last she was completely destroyed.

I have seen Little Toni's advertised in model magazines, who knows, so many models, so little time, Woody.



Hints for new flyers!!

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.

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.

The 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!

The Cub's day out

The sky was clear the pilots were eager so it was time for the maiden flight of the Cub's, there should have been three, mine, however, it was still on the building table and missed the initial testing.



Grahame and Anthony seen here proudly displaying their respective planes prior to testing.



These are a very reasonably priced ARF kit from Hobby King, however, there are a few modifications required during the building process but they do come up a good solid model on completion.

Powered by a 20cc petrol engine they did perform very well during the test flights but Anthony did change the shape of his the following Sunday when an engine failure caused an uncontrolled spiral approach to the ground causing extensive damage to the front end on the plane.

The model is rather large but does not fit into the category of a heavy model, the finish on the covering and quality of building is very good for the price. If Hobby King sees this write up I should at least get a complimentary test model.



Anthony running up the motor prior to test flight



Grahame winding up the motor to get it to fire.



Grahame performing a fly by for the camera.



Anthony on final approach for landing.



Runway approaching the wheels after successful flight.

Some of the many scale planes on display during the weekend.



Troy Lucy "Had" a Tame Cat aeroplane until an ill fated flight on Sunday 23rd September.

During only the second flight of this plane total signal control appeared to have been lost with the plane nose diving into a herd of cows, no injury was sustained during the incident, however, the plane was written off as a result of it's contact with the ground.

Crash investigators are still sifting through the wreckage to determine the real cause of the crash

I did not get a chance to photograph it prior to it's maiden flight but this is what it looked like after it was retrieved from the out field.



Difference between Humans & Dogs



If a dog has babies, you can put an ad in the paper and give them away.

Scott seen here about to test fly John Knowles electric Pilatus Porter flying stereo system. After two unsuccessful attempt to get off the ground it was finally in the air and with the sound system similar to a turbine jet motor it did sound good as it flew around over the field.

John had a successful flight after the initial testing and enjoyed the experience. The sound system installation is something to see and hear it is so realistic of a turbine prop engine.



Directory Enquiries

Caller: "I'd like the number of the Argoed Fish Bar in Cardiff please."

Operator: "I'm sorry, there's no listing. Is the spelling correct?"

Caller: "Well, it used to be called the Bargoed Fish Bar but the 'B' fell off."

Ray's war bird is a crowd pleaser when ever it fly's, each year it performs it has everyone looking skywards it is so scale like when flying around it looks like the real thing, apart from it's actual size



A LITTLE POEM FOR YOU ALL

I have a little Satnav
It sits there in my car
A Satnav is a driver's friend
It tells you where you are

I have a little Satnav
I've had it all my life
It's better than the normal ones
My Satnav is my wife

It gives me full instructions
Especially how to drive
"It's sixty kilometers per hour", it says
"You're doing seventy five"

It tells me when to stop and start
And when to use the brake
And tells me that it's never ever
Safe to overtake

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene

It lists the vehicles just in front
And all those to the rear
And taking this into account
It specifies my gear.

I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice

It fills me up with counseling
Each journey's pretty fraught
So why don't I exchange it
And get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I'm properly fed,
It washes all my shirts and things
And - keeps me warm in bed!

Despite all these advantages
And my tendency to scoff,
I do wish that once in a while
I could turn the damned thing off.

#####

Childs perception of a Grandmother

Everybody should try to have a grandmother, especially if you don't have television because they are the only grown ups who like to spend time with us.

Results of Anthony's mishap, he retracted his undercarriage after landing not prior to on his approach and this is the result.



Contrary to all beliefs about cats always returning home when lost it happened at the weekend, the "Cat" came back..

Woody had his Catalina at the field for a static display and a bit of a taxi in readiness for its proposed maiden flight in two weeks time. Always creates a lot of interest.



I was at a cash machine yesterday when a little old lady asked if I could check her balance.

So I pushed her over.

I start a new job in Seoul next week. I thought it was a good Korea move.

My girlfriend thinks that I'm a stalker.

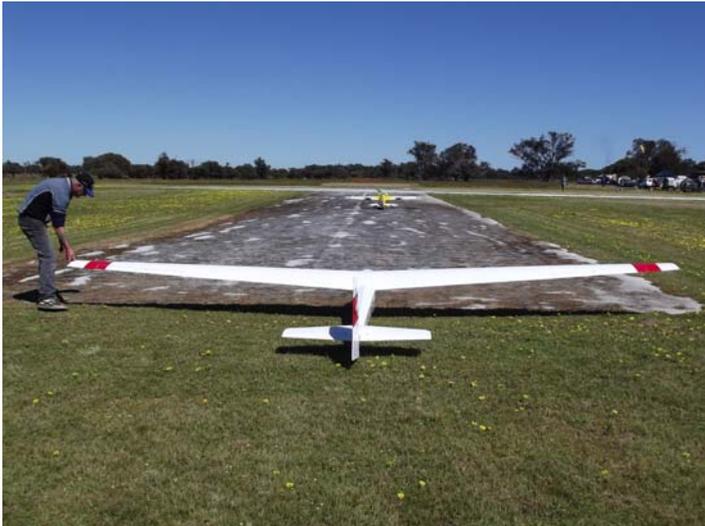
Well, she's not exactly my girlfriend yet.

Clint and Eddie gave a demonstration of glider launching with a tow plane, the glider in tow has a wing span of 6metres both planes performed very well in the conditions or was it the pilots ?.

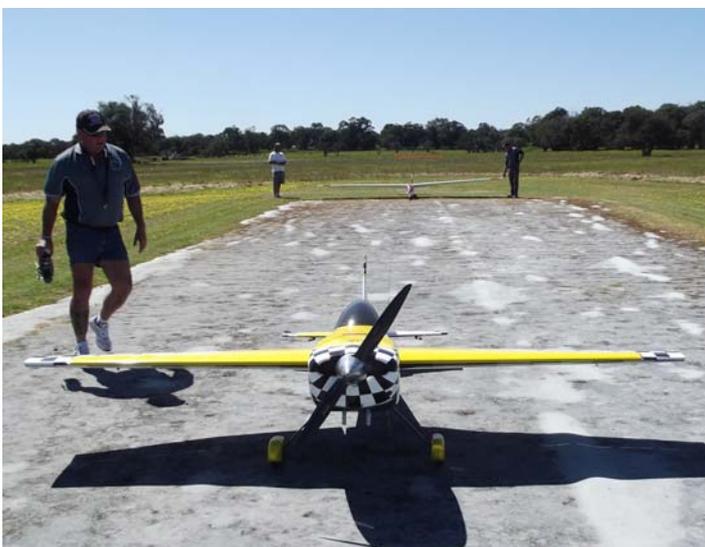
The glider on display prior to launching.



Glider and tow plane in position awaiting completion of pre flight checks.



Tow plane about to be started for the tow.



Up and away, perfect lift off.



Planes in position ready for release.



The club trainer was put to good use again during the Flyin giving the general public a chance to get a feel for what it is like to be in control on a model aircraft under guidance with the buddy system, good rates were available all weekend \$5 for a ten minute flight.

One person indicated that he had just purchased an electric park flyer and was about to go out and fly it in the park just like he seen someone else do a few days ago.

After ten minutes on the trainer he had a totally different outlook on how easy it was to fly these things so has decided to come for a few lesson before attempting it by himself.

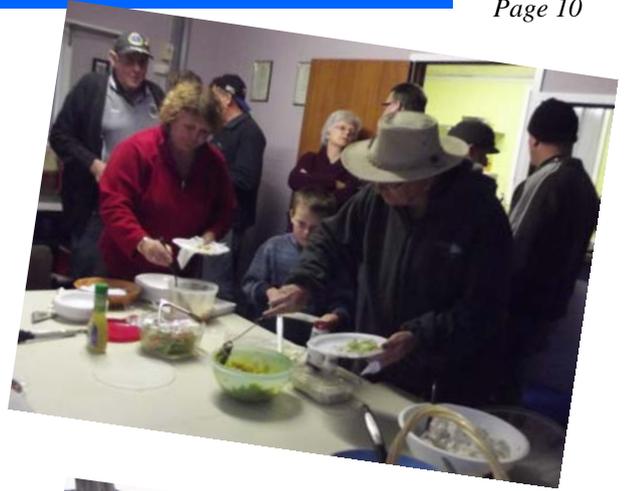
The youngest flyer was an eight year old boy who indicated that he would like to have a go and by the end of his flight time he had mastered the flat turns with out any problems.

The girls also got involved and one indicated that this was better then playing with dolls.



Saturday BBQ

There was also the social side of the flyin on Saturday evening where all attendees enjoyed a nice meal topped off with a lovely spread of sweets.



You can see the look of contentment on the faces in these photos.



Pre dinner drinks

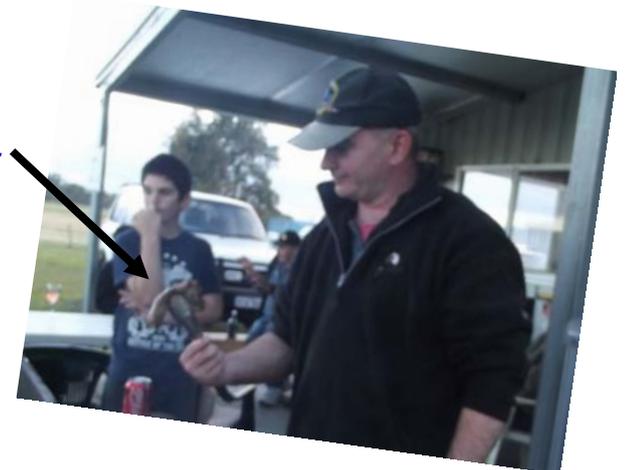
There was the sausage and onion chefs (they seen me coming so they made themselves look busy)



More pre dinner drinks.



Troy personally checked each lamb chop for perfection prior to serving.



Grahame, don't try and tell me how to cook !!



Grahame was having a fly of his electric Funfly when he ran out of power and was surprised when he found it parked under Brady's van adjacent to the pits, no damage.



Brady heard a noise and was more surprised than Grahame, how did you do that ?



Sunday 23rd was an organised busy bee to get the field ready for the Scale model flyin and Brady is seen here enjoying his morning on the club mower. He went up and down the field continually in what appeared to be an attempt to get this thing to fly but all to no avail, but the field did look a picture when he finished.



This is the old club ride on mower, I am sure that you would not have spent the same amount of time on this one Brady.



Catholic Dog

Muldoon lived alone in the Irish countryside with only a pet dog for company. One day the dog died, and Muldoon went to the parish priest and asked, "Father, my dog is dead. Could ya' be saying' a mass for the poor creature?"

Father Patrick replied, "I'm afraid not; we cannot have services for an animal in the church. But there are some Baptists down the lane, and there's no tellin' what they believe. Maybe they'll do something for the creature."

Muldoon said, "I'll go right away Father. Do ya' think \$5,000 is enough to donate to them for the service?"

Father Patrick exclaimed, *Sweet Mary, Mother of Jesus!* **Why didn't ya tell me the dog was Catholic?**

Safety! Safety! Safety! Around radios.

The time we spend at the flying field is intended to be fun, right? From the time we pull into the parking lot until the time we pack up to leave, the only thing on our minds is to enjoy the time away from our troubles. Nobody likes going to out to the field only to be bombarded with a bunch of rules and regulations. And of course, no one likes to be yelled at for doing something wrong. We all want to go about the business of having fun.

Unfortunately, our hobby can be a dangerous one. As flyers, we must all treat the hobby with respect and acknowledge the potential for danger. There are numerous times when what one flyer thinks is safe and acceptable will be totally rejected by other flyers on the flight line. We've all heard and seen what happens when a fellow flyer steps out of line. It isn't a pretty sight.

Truly, no intelligent flyer will intentionally do something to cause an accident. It is only when one flyer or another makes an unintentional mistake that accidents can occur. While beginners bear the brunt of the silliest mistakes, even experienced pilots (including myself) have been guilty of unwittingly breaking safety related rules. In this section, I intend to give several safety related guidelines. I will also explain the reasoning behind each rule so as to enlighten beginners with why we consider them so very important.

Safety around the transmitter impound stand Mistakes made around the frequency stand can be costly. Many an airplane has gone out-of-control because these simple and basic rules are not followed. And an out-of-control airplane can end up anywhere.

Impound your transmitter - As soon as you arrive at the field, be sure to place your transmitter in the impound stand (be sure it is turned OFF!). While doing this, check to see if anyone else is on your frequency. If there is, find out who each flyer is and alert them to the fact that you are on their frequency. As other flyers enter the flying field, check to see if they are on your frequency.

Keep your transmitter in the impound area while you're not flying. This serves two purposes. First, you will be forced to walk over to get your transmitter whenever you wish to fly, keeping you from fiddling with your aircraft when you haven't pinned your frequency. Second, and more importantly, if someone who is on your frequency crashes, you can easily prove that your radio was off at the time of the crash. Together with the suspicious pilot, you can walk to check the status of your transmitter. On the other hand, if you store the transmitter close to your airplane, he can easily accuse you of having your transmitter on while he was flying.

NEVER turn on your transmitter without pinning your frequency - Before you are allowed to turn on your transmitter, you must place a pin (with your frequency number) in the corresponding tube at the transmitter stand. This gives you control of the frequency and no one else on your frequency can turn on their transmitter.

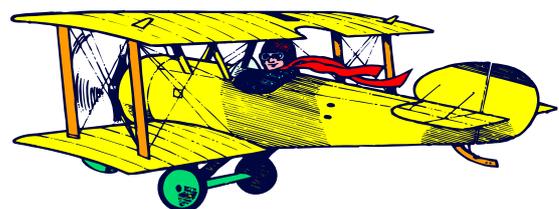
We all know what will happen if someone on your frequency is flying when you turn on your transmitter. There may be times, however, when you're tempted to temporarily turn your transmitter on when setting up or tearing down. Maybe you want to move the throttle setting. Or you just want to run the fuel out of the engine. NEVER give in to this temptation. If you do, you may be paying for someone's broken airplane.

Use frequency pins and flags - We've seen some of the strangest devices used as frequency pins. Screwdrivers, pens, pencils, and even broken ailerons have made their way into those little holes. While any object that can be seen from a distance will work to pin your frequency, the best frequency pins include your frequency number in LARGE characters so that everyone can see them from a distance.

To help other flyers, you should also have your frequency number on your transmitter in large enough characters that a person can see it without having to ask. This helps each pilot determine who else is on their frequency.

Remove your frequency pin every time you finish flying - As a courtesy to other flyers, unpin your frequency as soon as you are finished flying. You should do this as soon as you impound your transmitter. Especially on crowded days, this keeps people from having to track down pinned frequencies that are not being used.

If you get in the habit of impounding your transmitter and removing your frequency pin every time you finish a flight, you'll never leave the flying field with your frequency pinned. After you leave, if your pin is still in the frequency hole, you will cause another pilot a great deal of grief while they try to figure out who has the frequency pinned.



Catch you when we fly into the next edition