

Propwash

February 2013

From the Editor:

From the President



This year is off to a flying start, and yes we have big ambitions for this year.

The group looking at the future progress of the flying field is making good progress with the excursion to Perth gathering information that will be quiet useful in having some sort of format for us to follow and ideas to make the field the best in W.A.

The group that had been nominated at the last meeting is working on a number of aspects of drainage to fit the runways into our field, the alignment of the runways, toilet facilities, car parking and pit area all of which must be considered to give the overall result for the future.

Unfortunately this all comes with a cost both monetarily and hands on. The effort will be absolutely worth while for all and not just for a few.

This being a club project requires input from everyone so if you have any questions or ideas please talk to the committee.

.I'm sure everyone would like to thank Brady for his work keeping the field in a superb condition every weekend.

Please attend all the meeting as they do involve you, and your input is always worth while.

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A second solar panel has been fitted to the fridge system as the original system was struggling with keeping up enough power during this time of the year.

It now appears to be coping with the demand, not sure just how much it can be expanded but for the present it seems ok.

Discussion was held about the Scale Model Fun Flyin scheduled for later in the year, watch this space for further updates.

It is certainly an exciting time around the club at present, having just returned from a month in Tasmania to find the amount of progress and enthusiasm by the members to date on the plans for the expansion of the field is really pleasing.

If you are not aware of the current proposals don't hesitate to discuss them with the committee members so that you are up to date with what is planned for the future.

Funding will be the next issue as there will be a fair cost involved with the proposed plans , however, applications for some grants could be successful making it more realistic to achieved our goals.

Have not had a chance to view all those new models that Santa delivered at Christmas having only been at the field for one flying day since last year, however, over the next month or so I am sure there will be a lot of photos available for the next edition.

Article on page 10 for you 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.

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Dates to Remember

<i>Club Meeting</i>	<i>3/3/2013 10 am</i>
<i>IMAC Competition</i>	<i>15-16-17th March 2013</i>
<i>Electric Flyin</i>	<i>Easter Weekend</i>

IMAC Competition.

It looks like the weekend on the 15th / 16th / 17th March is going to be a big one for the IMAC competition flyers scheduled to fly here at the field. This will be a full on weekend and a chance for the club to run the canteen over the weekend to provide drinks and eats for the visitors.

A good opportunity to make a few dollars which will go a long way to financially support the proposed expansion of the field in the near future. It will mean that members would be require to run the canteen on a roster basis over these three days so please make arrangements now for your availability for a period over this weekend.

Having had the opportunity to recently view a couple of flying fields in Tasmania has made me realized what good facilities we have here at SWARMS and with the proposed changed scheduled for the future it can only improve our club immensely. A lot of flyers from Perth and other clubs really enjoy the facilities and the atmosphere that we offer now so these proposed changes can only enhance our reputation with other clubs.

Welcome

Good to see we have a couple of new members, Neil Fraser and Tim Lambeck I would like to welcome them to the club and encourage them to become active flyers at the club. It is important for them to discuss options on what type of plane, radio and equipment they should purchase and how to set their gear up prior to going out and buying anything.

We have enough experienced flyers in and around the pits to be able to assist new members with these choices, if the member you are discussing these issues with can't help he will be able to direct you to a member who can assist you with these choices, don't be shy ask for assistance.

"Happy flying."

The field is looking good with the grass now being kept to a manageable standard in around the runways and the out-field, this would indicate that the "Eddie 500" tractor that was purchased is surly paying for it's self.

This does not happen without a driver/operator and I hear that Brady has been consistently mowing to achieve this standard. I am sure that every time we go to the field we could find something that can be done to improve the facilities we should be doing something about fixing it and not rely on someone else to have to rectify the problems, many hands make light work.

Confusion !!

I became confused when I heard the word 'service' used with these agencies:

Banking 'Service'

Postal 'Service'

Telephone 'Service'

Pay TV 'Service'

State & Public 'Service'

Customer 'Service'

Bureaucratic 'Service'

I wondered what 'Service' meant.

Then I visited my uncle, he's a farmer, and he hired a bull to 'Service' his cows.

Suddenly WOW!!! It all came clear. Now I understand what all those agencies are doing to us!

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Young people have theirs, now Seniors have their own texting codes:

- * **ATD**- At the Doctor's
- * **BFF** - Best Friends Funeral
- * **BTW**- Bring the Wheelchair
- * **BYOT** - Bring Your Own Teeth
- * **CBM**- Covered by Medicare
- * **CUATSC**- See You at the Senior Center
- * **DWI**- Driving While Incontinent
- * **FWIW** - Forgot Where I Was
- * **GGPBL**- Gotta Go, Pacemaker Battery Low
- * **GHA** - Got Heartburn Again
- * **HGBM** - Had Good Bowel Movement
- * **LMDO**- Laughing My Dentures Out
- * **LOL**- Living on Lipitor
- * **OMSG** - Oh My! Sorry, Gas
- * **TOT**- Texting on Toilet
- * **WAITT** - Who Am I Talking To?

Hope these help. GGLKI (Gotta Go, Laxative Kicking

#####

One night, an 87-year-old woman came home from Bingo to find her 92-year-old husband in bed with another woman.

She became violent and ended up pushing him off the balcony of their 20th floor apartment, killing him instantly.

Brought before the court, on the charge of murder, she was asked if she had anything to say in her defense.

'Your Honour,' she began coolly, 'I figured that at 92, if he could screw, he could fly.'

Radio control scale aircraft modeling



This [Kyosho](#) "Phantom 70" biplane is a semi-scale replica of a class winner and record holder from the 2007 [Reno Air Races](#). In this example, the fuselage with its complex curves as well as the engine cowl, wheel pants and wing struts are rendered in fiberglass. The wings and horizontal stabilizer are traditional balsa/plywood construction

Perhaps the most realistic form of aeromodeling, in its main purpose to replicate full-scale aircraft designs from aviation history, for testing of future aviation designs, or even to realize never-built "proposed" aircraft, is that of radio control scale aeromodeling, as the most practical way to re-create "vintage" full-scale aircraft designs for flight once more, from long ago. RC Scale model aircraft can be of any type of steerable [airship](#) lighter-than-air (LTA) aviation craft, or more normally, of the heavier-than-air fixed wing glider/[sailplane](#), fixed-wing single or multi-engine aircraft, or rotary-wing aircraft such as autogyros or helicopters.

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Various scale sizes of RC scale aircraft have been built in the decades since modern digital-proportional, miniaturized RC gear came on the market in the 1960s, and everything from indoor-flyable electric powered RC Scale models, to "giant scale" RC Scale models, in scale size ranges that usually run from 20% to 25%, and upwards to 30 to 50% size of some smaller full scale aircraft designs, that can replicate some of the actual flight characteristics of the full scale aircraft they are based on, have been enjoyed, and continue to be built and flown, in sanctioned competition and for personal pleasure, as part of the RC scale aeromodeling hobby.

Interesting to see what radio frequencies are used in other countries

European reserved frequency bands

- 35 MHz: aircraft only.
- 40 MHz: surface vehicles or aircraft.
- 27 MHz: general use, toys, citizens band radio.
- 2.4 GHz spread spectrum: surface vehicles, boats and aircraft.

Within the 35 MHz range, there are designated A and B bands. Some European countries allow use only in the A band, whereas others allow use in both bands.

Singapore reserved frequency bands

- 29 MHz: aircraft only

Australian reserved frequency bands

- 36 MHz: aircraft and water-craft (odd channels for aircraft only)
- 29 MHz: general use
- 27 MHz: light electric aircraft, general use
- 2.400-2.485 GHz: Spread Spectrum band for general use

New Zealand reserved frequency bands

- 35 MHz: aircraft only
- 40 MHz: aircraft only
- 27 MHz: general use
- 29 MHz: general use
- 36 MHz: general use
- 72 MHz: general use (US 72 MHz "even-numbered" channels 12 through 56, at 40 kHz spacing)
- 2.400-2.4835 GHz: general use

Brenda and Steve took their six-year-old son to the doctor.

With some hesitation, they explained that although their little angel appeared to be in good health, they were concerned about his rather small penis.

After examining the child, the doctor confidently declared, 'Just feed him pancakes. That should solve the problem.'

The next morning when the boy arrived at breakfast, there was a large stack of warm pancakes in the middle of the table.

'Gee, Mom,' he exclaimed. 'For me?'

'Just take two,' Brenda replied. 'The rest are for your father.'

My Tasmanian Holiday.

Fresh back from my well earned 4 week holiday with a lot more life experiences under my belt I reflect on what they had to offer me over there. I do not have much information to contribute to this edition relating to flying so I thought I would bring you up to date with my experiences in the devastating Tasmanian bushfires to fill a couple of pages.

I arrived in Tasmania on Thursday 3rd January at 2030 hours and was picked up and driven to Orford a coastal town on the East Coast. The next day, Friday was a pretty warm day for Tasmania with a temperature of 32 deg but this did not last for long as the Saturday was over 40deg and that's when all hell broke loose.

A fire had started just south of Orford and with strong winds assisting it spread very quickly in the dense bush land towards Dunalley a sea side town on the south eastern point of the state. We were advised of a bushfire alert around midday and several roads had already been closed due to dense smoke.

Picture of the smoke around 1300 hours photographed from my accommodation.



As the afternoon progressed the situation deteriorated and residents were being quickly evacuated from the town and surrounding farms as a wall of fire swept down on them.

The Main Roads in and out of Dunalley were all closed by now and this restricted access in and out of the fire zone and many had to be evacuated by boat.

The fire raced into the town and took most things in it's path of the properties destroyed over 100 of them were houses and evacuation centers were set up to house these unfortunate families in near by towns.

Picture of the dense smoke around 1400 hours photographed from my accommodation.



The fire raged out of control for several days continually breaching control lines that had been put in place with nothing in it's path surviving the onslaught.

The whole area was closed off for 6 days before it was deemed safe to let people back to assess the extent of the damage to their properties, due mainly to the 500 plus power poles that had been destroyed. Fortunately we were not in the main front of the fire, however, during the Saturday afternoon another fire started north of Orford and threatened Beacheno which made it difficult to get back to Hobart until the Sunday afternoon.

Three weeks after the fire I drove down to Dunalley to see the extent of the damage and I have included a few photos of the devastation caused by the fire. It was raining on this day and a number of families were observed living in small tents that had been erected on their blocks where their houses that had been destroyed in the background as they had nothing else, many were not insured.



The Dunalley Hotel on the right side of the highway unscathed by the fire



Houses on the left side of the highway opposite the hotel totally destroyed.



The Primary School was totally demolished with the inferno, however, these photos were taken just three weeks after the fire and already transportable classrooms are in place ready for the commencement of school on the 4th February.



The two story house in the background sustained no damage at all, however, in the foreground is part of the new Primary School which was totally destroyed being erected for the start of the new year.



These pictures were taken down the main street of Dunalley where some houses were spared the blunt of the inferno and remained untouched where others were totally destroyed next door.



This is a large fibreglasses water tank melted with the heat



This is a view of the hill that the fire raced down into the town strait into the main street.



This family evacuated the area via boat due to road closure only to return and find they not only lost their house but their car also.



Not a pretty sight for this family on their return to their home after being locked out of their town for six days only to find there is nothing to salvage.



A very large giant scale 'US Coast Guard C-130J Hercules radio control flying model. The wingspan is 18 feet 6 inches (5.6 m). The crew of five who fly and maintain it are in the background



Simple set up option for getting into jet power. The plane is a test/tutor plane for PST jets. This jet gives about 7kg thrust.



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A man went to church one day and afterward he stopped to shake the preacher's hand. He said, 'Preacher, I'll tell you, that was a damned fine sermon. Damned good!'

The preacher said, 'Thank you sir, but I'd rather you didn't use profanity.'

The man said, 'I was so damned impressed with that sermon I put five thousand dollars in the offering plate!'

The preacher said, 'No shit?'

First time I has seen Ian Humphryson's Cessna or witness it in flight and I was impressed. Powered by a four cylinder motor it certainly has scale characteristics both on the ground and in the air.



It is good to hear that there are a few modelers within the club who are scratch building planes, in this day and age of the ARF the art of scratch building has been almost made obsolete.

When you consider the time frame required to achieve a finished product plus the total cost of the balsa, covering and fittings it is in most cases more economical to go ARF where the product only requires minimal construction time before you are in the air. Yes, I know that there is more satisfaction derived from a scratch built model than an ARF and if you have the time and space to do it you will feel better about the outcome.

ARF gets you in the air with in most cases a quality plane in a short period of time, so whilst the builder is working on his model in the shed you are out flying yours and enjoying it.

My first model was almost scratch built, it was a Black-jack Jet 46 size airborne plan but this was a partial kit with the formers and ribs pre cut. I obtained all the other balsa required for the project and got stuck into it with the finished model taking almost eight months to finish.



I was advised that the best thing to do was to completely cover the wing area with balsa and then fibreglass it all over, I did what was advised and having no previous experience with fibreglass I waited several months for those who made the recommendation to come and give me a hand to glass it.

This did not eventuate so I decided to cover it with standard heat shrink just so I could get it into the air, this turned out to be a very stable model and it is still in flying condition today.

Once I experienced the simplicity of ARF models I was soon assembling them in very short periods of time and getting them into the air, some did come back down in an uncontrolled manner, however, the challenge was to get another one and improve on the first attempt. This Ultimate Bi Plane was also scratch built and it is still in very good condition, must get it out and fly it one weekend.



"My wife asked me to buy some organic vegetables from the Farmer's Market" said the first man.
 "So, were you able to find some?", the second man asked.
 "Well, when I got to the market I said to a farmer, These vegetables are for my wife, have they been sprayed with any poisonous chemicals?"
 The farmer replied, "No, you have to do that yourself".



Last Tuesday the Australian Foreign Minister got out of a Commonwealth car in front of Parliament House. He was carrying a piglet under each arm. The Federal Police guard snapped to attention, saluted and said: "Nice pigs, sir." The Foreign Minister replied: "These are not just pigs. These are authentic Australian wild bush pigs and I got one for the Treasurer Wayne Swan, and one for Prime Minister Gillard." The Federal Police officer again snapped to attention, salutes and said,..." Excellent trade, sir.



I called my stockbroker and asked him what I should be buying. He said, "if the labor government is in office much longer, tinned food, a generator, water and ammunition are your best bets."

Jokes on this page taken from magazine provided by John Knowles "Coffee Club Newsletter"

A LITTLE BIT OF WWII HISTORY:

For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return. ...Leonardo Da Vinci

Air War Europe 1939-1945



When war broke out in Europe in 1939, Royal Australian Air Force (RAAF) aircrews were among the first Australians to head overseas to Britain's aid. Between 1939 and 1945, they flew in both Australian and British squadrons with the Royal Air Force (RAF) in Coastal, Bomber and Fighter Commands.

The first RAAF aircrew in Britain was a RAAF party who were already there to take delivery of new Sunderland flying boats. They remained there when war broke out, becoming No 10 Squadron RAAF, the only Australians attached to the RAF. However, by the end of 1940, the first Australians trained under a new Empire training scheme started to arrive in Britain.

Australia, with the other British Dominions had adopted the Empire Air Training Scheme (EATS) to provide trained aircrews to fight with the RAF. Australian recruits received elementary training at air bases around Australia and many of them were then sent overseas for advanced training. Before the scheme ended in mid-1944, more than 10,000 Australians had received advanced training in Canada and 674 had been sent to Rhodesia (now Zimbabwe) before joining the RAF in Britain. So that the RAAF identity would not be lost in the EATS, provision was made under the agreement for the formation of complete Dominion Squadrons within the plan. Squadrons which were predominantly Australian aircrew were designated as RAAF squadrons and 17 of these were eventually formed: 12 in Britain and 5 in the Middle East. Many Australians also served in RAF squadrons as did British and other Dominion personnel in RAAF squadrons.

The 27,899 aircrew, who had qualified under the Empire Air Training Scheme, supplied approximately 9 per cent of all aircrew who fought for the RAF in the Mediterranean - European theatres in the air war against Italy and Germany. They flew in operations over German and Italian cities; they sank enemy ships and submarines; shot down many enemy aircraft; and RAAF bombers dropped many tons of bombs.



Flight Sergeant Rawdon Middleton, 149 Squadron RAF, was awarded a posthumous Victoria Cross for his courage. During a raid on Turin, Italy, on the night of 28-29 November 1942 a shell burst in the cockpit of his Stirling bomber. Although he was badly wounded, Middleton managed to fly the damaged aircraft back to England so his crew could bail out. He then flew out to sea and crashed the bomber to avoid hitting any houses. His body was washed up near Dover two months later. He was buried in the churchyard of St John's, Beck Row, Mildenhall, Suffolk with full military honours. His Victoria Cross is in the Australian War Memorial in Canberra.

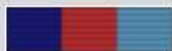
The most costly missions were with RAF Bomber Command and Australian aircrews flew in virtually every major operation. Although their numbers amounted to less than 2 per cent of Australia's World War II enlistments, the 3486 men who were killed in Bomber Command accounted for almost 20 per cent of all Australian combat deaths. The squadron with the greatest losses - 1019 men - was 460 Squadron RAAF, which operated Vickers Wellington and then Avro Lancaster bombers from England.

HONOURS & AWARDS

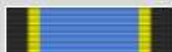
Flt Sgt Rawdon MIDDLETON



Victoria Cross
(VC) (1942)



1939-1945 Star



Air Crew Europe
Star



War Medal,
1939-45

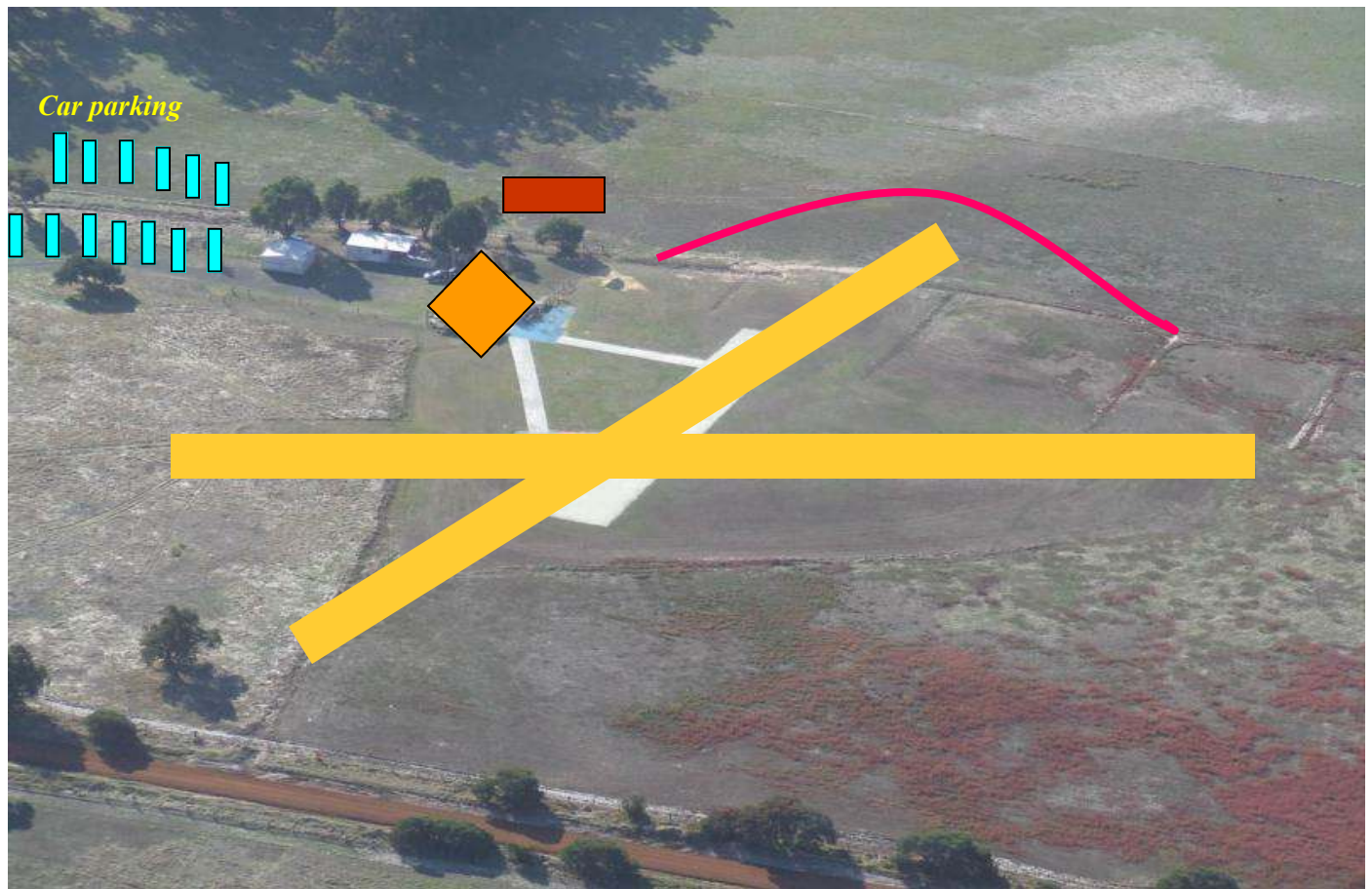


Australia Service
Medal 1939-45

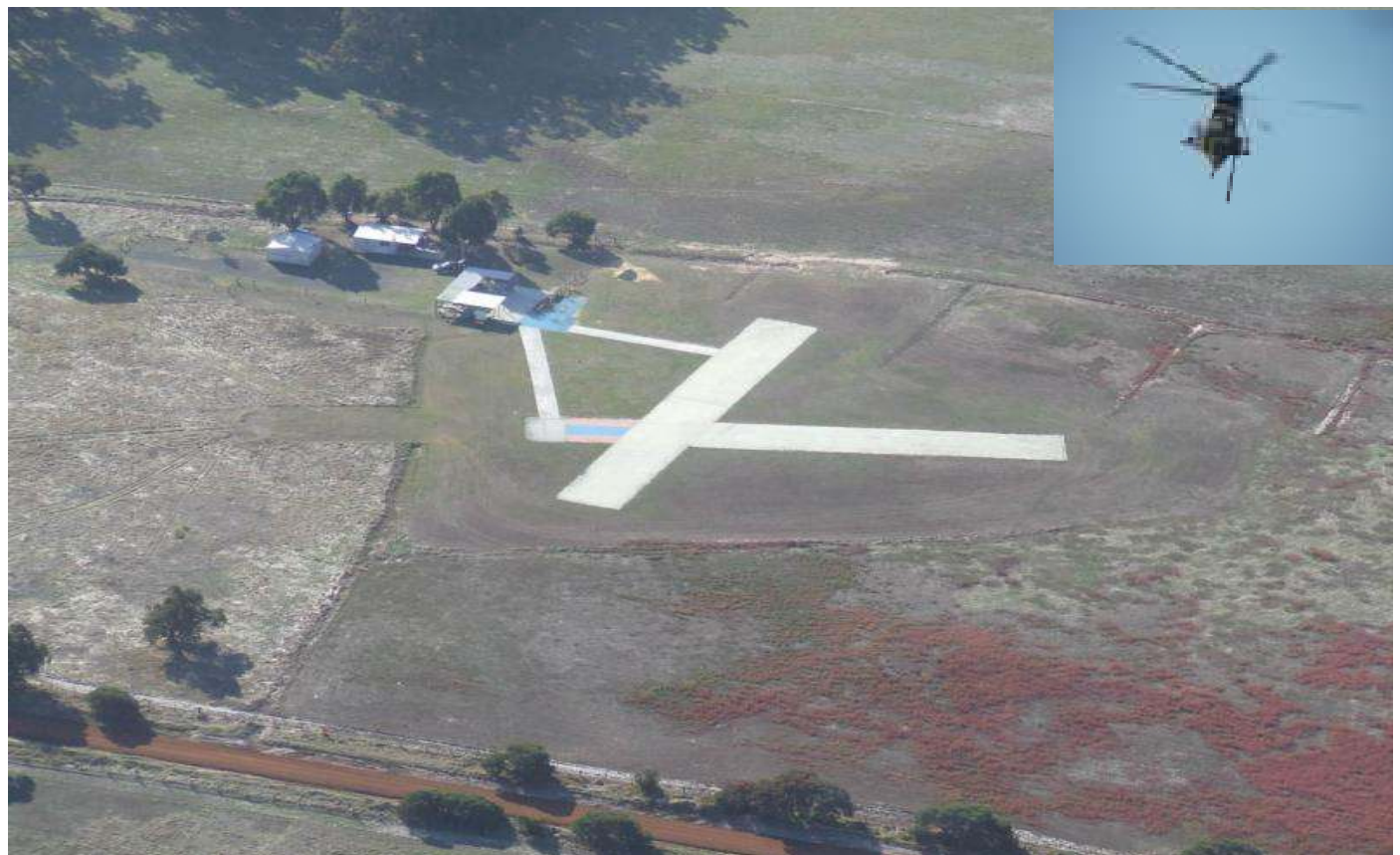


An Artists impression (mine of what I thought I seen last week) of the proposed changes at the field

 *New pit area*  *Toilet shower block*  *Runway alignment*  *Drainage diversion*



Current field layout



Learning How To Master Turns & Level Flight

While learning how to turn, beginners tend to lose altitude in each turn they make. When the plane descends past a certain altitude, we retake control, even though they may be doing rather well (this also gives them the goal of keeping the airplane above my cut-off point). Third I set a distance limitation. If the plane gets so far away that it becomes difficult to see, I retake control. I tell the student that if they get the plane into an attitude you don't feel comfortable with, you'll retake control. This may not be caused by a problem or mistake on their part; you simply don't want the plane to get into an attitude from which you cannot recover!

Though we have explained the three steps to turning on the ground and the student may have seemed to understand quite well, when in the air, the student will probably have problems remembering these three seemingly simple steps. Also, they will not be able to give the correct amount of aileron and elevator to make good turns. For these reasons, we will probably have to talk them through their first few turns. We would not be afraid to talk to the student while they fly it is important for them to be guided through some of these procedures step by step. Here is an example conversation that we would have with a student on their first few turning attempts. It truly typifies the kind of talking we will be doing to your own students. At this point, I have just set the plane up for you to make a gradual left turn when I push the trainer button to give you control of the plane.

"OK. I've set you up to make a nice gentle left turn. Give a little left aileron to get the turn started and be ready to bring in up elevator. See that left wingtip drop. That's it. Not to much now or you'll have to give some right. That's it. You'll need some up elevator now. Waited just a little too long to bring in the up. See that nose drop a bit. Hold the turn with the up. Nose is still dropping. You need more up. That's it. Hold the turn until your heading back toward us. Good. remember, you're turning left. Be ready to straighten with right. OK. Begin to straighten. Not too much now or you'll over-control. Good. Now let's try a right turn..."

We are careful with how much talking we do. We stick to the main points of the step. In this case, bank with aileron, hold the turn with up, and straighten with opposite aileron. I'll notice the student doing something or another that may be causing problems, however, if it is not detrimental to the safety of the plane I will address these issues after the flight so as not to confuse the student with too much information while the student is flying.

I save any discussions that are not directly related to the subject at hand until the plane is on the ground.

After each flight, we ensure that we review the flight with the student. Stress those areas where progress has been made and offer praise. For those things the student is having problems with, as we now have the student's full attention we can offer advice and constructive criticisms.

One more point about talking to students as they fly. While it's good to talk to help them get comfortable with a new flying technique, you'll want to be sure that the student is not just mimicking your instructions and confirm that the student truly understands the maneuver you are teaching. Once they are following the instructions and turning quite well, we just watch them fly. If they continue to do well, they truly understand the maneuver you have been teaching.

If the student is having problems making turns (as most will), we concentrate on each step independently. We begin by making sure they can give the correct amount of aileron control to get the desired bank angle. Beginners have the tendency to give too much control, rolling the plane to a very severe bank angle. We consistently have to keep stressing how little stick control they need to give. We make sure they understand the relationship of bank angle to the plane's tendency to lose altitude. The more bank angle, the more the tendency to lose altitude quickly.

Once they can set the correct bank angle, we concentrate on having them maintain the turn with the elevator. Make sure they are making gradual, level turns, neither gaining nor losing altitude (though gaining is always better than losing). We stress the relationship of bank angle to elevator. The more severe the bank angle, the more up elevator required to hold altitude (and the tighter the turn) we also stress that it is important to begin giving up elevator as soon as they see the wingtip begin to drop to the desired bank angle.

Beginners tend to wait too long, and the plane loses altitude before entering the turn. This is somewhat difficult to master, because if they pull in up too early, the plane simply climb (eventually stalling). Beginners also have the tendency of forgetting which way is up. The elevator stick may seem backwards to a person who has never been exposed to any form of flying. We stress that it's just like a full scale aircraft. Pulling back on the stick makes the plane go up. If they hold the transmitter more horizontally, it may help them remember this.



Catch you when we fly into the next edition