



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

South West Associated Radio Modelers Society

Propwash

June 2013

From the President elect

Welcome to this my last edition of the club magazine as editor a task that I have done for the past 7 years and really enjoyed the challenge before I move onto my new roll as Club President for this year.

The AGM conducted on Sunday 23rd was not very well attended, it could have been due to one of two things, inclement weather or the risk of being nominated for one of the committee positions, however, the election is over for another year with the following members taking on the relevant rolls.

President: Ron Waller

Secretary: Brady Goff

Treasurer: Ray Anderson

Safety Officers: Eddie Meester /
Danny Anspach .

Catering Officer: Troy Lucy

News Letter Editor: Scott Pittick

Thank you to Grahame and Anthony who did not nominate for the committee this year for their on going commitment over the past years in their respective rolls with the club. Both were always at the front of the line when things were required and your dedication to the club is greatly appreciated.

It is now time for you to settle back and enjoy your flying without the added pressure of the administration rolls you were in.

I am looking forward to the challenges that lay ahead of us this year with major works planned for the field expansion which will take some time to complete, however, the changes will enhance our facilities immensely when the project is complete.

A general meeting is planned for Sunday 30th June where these issues will be discussed in detail, I would strongly urge all members to make every effort to attend and have some involvement and voice your opinion in the field expansion project.



Dates to Remember

30th June

General meeting 10am

From the Editor:

A new year in the flying calendar, with the AGM completed and the new committee elected for the next 12 months it is all go at the SWARMS field.

Congratulation to three of our members, Scott Danny and Eddie, who have been out and about at competitions since the last edition and for coming home with the prizes.

Story and photos contained in this edition.

Things are still progressing on the planning for the upgrade of the field and it is looking good, however, it will all be subject to the amount of funding available to complete the project. (Any donation would be gratefully received)

We are getting closer to the Scale Model flyin scheduled for September so it would be a good time to get those models out and dust them off in preparation or commence that new model as time will slip by very quickly.

Remember !!

All items / photos can be Emailed to Scott when ever they occur so they can be included in the next edition of the newsletter.

Does anyone recognize these two guys??

Last seen in the Kalgoorlie region with a trailer attached to their vehicle, believed to be attending the IMAC competition there over the long weekend.

It is alleged that they competed amongst the best in the state and came out the other end up there with the leaders on the podium.



Congratulations to Scott and Danny, Danny was placed 2nd in basic and Scott placed 3rd in intermediate. They entered the IMAC competition representing SWARMS and guys you have done us proud.

Good to see that they lifted their balaclavas for the photo

I think I am happy but "Bloody" cold



Scott heading for take off.



The competition is over and the pilots gather for the traditional picture



I was a little intrigued with these autogyro copters on display at the recent Bunbury airshow so have done a little bit of research and located a plan for construction of a model.

The panther unit can either be electric powered or with a nitro engine, however, the plan does not give a lot of detail on the specific details relating to the construction of this unit, however, the magazine I obtained the plan from, RCM&E have done a building story on the construction and a web page is available.



I am considering constructing one just for something different if nothing else, if anyone else is interested just contact me and I will share the documents I currently have available.

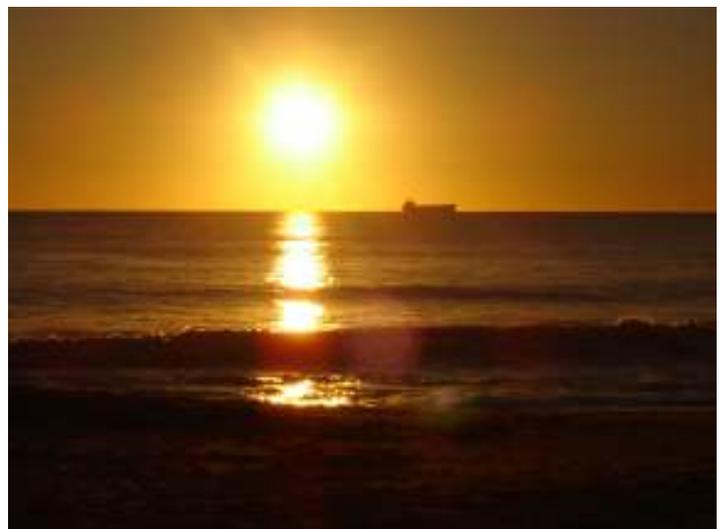
The article that I read up on indicates it is very similar to flying a fixed wing aircraft, not a helicopter, and an intermediate pilot would have no problem flying it.

This is a picture of the finished model in flight it is called a Panther with a 48" radius rotor. The rotor assembly has a servo that works for forward and reverse ie: elevator and one that tilts assembly left / right ie: aileron.

We will see what the outcome is over time.



The investigation outcome for this incident may have found that this pilot was parked a bit close to the hanger when he fired up the motor



As the sun sets in the west I find that I am progressing to another level in my flying career, though be it is still with my feet on the ground, with the completion of the AGM and me now stepping into, being nominated, being pushed into, the Presidents roll (I am sure I did not have my hand up when this position came up)

I have had many memorable moments over the past 25 odd years within this sport and I see this as being another one of these, life is all about change and I see this as another of those changes, it would be a dull old life if every thing was the same every minute, every hour, every day, every months and I could go on but I like change.

I look forward to working closely with all the members over the next 12 months in an effort to work towards improving the flying experience of existing members and encourage new member to experience the same things that we have over the years.

Ray Anderson's "Swordfish" made its presents felt in the sky over the field on Sunday 26th May, I believe this is it's second outing the first to be certified as a heavy model.

It made a big impression in the pits prior to several flights during the morning and not only did it look good it certainly flew very well, or that could well have been the skills of the pilot.



All hands on deck (all six of them) in the cockpit



A couple of flying shots as it circled the field at times it was hard to keep it focused in the viewfinder due its size and speed.



It poses a pretty picture as it fly's off into the wild blue yonder here.



Making a turn towards the strip on final approach for a touch down after one of several flights.



Scott produced this unusual "Starlet" model for a test flight recently, it is fitted with a DL 30 engine and flew very well until a motor flame out caused an immediate response for a dead stick landing.



It came in a little hot from the western end and overshot the run way a little bouncing over the ditch at the end of the strip, the incident caused some minor damage to the plane.

It has an unusually shaped wing with wing tip ailerons but it did fly well for a short period of time whilst the motor was working effectively.



I think those who have been involved with R/C modeling would have to agree that it is an accomplishment to have piloted an aircraft from one end of a flight to another without a mishap no matter how many times you have achieved this.

Getting to the point where you have mastered the art of comfortable take offs, circuits and landings was something we all looked forward to when we took up this sport, for some it came sooner than others but that is life. It has not only been about flying, the club environment, the camaraderie and the stories of the building project progress all adds to a great environment.

The proceed may have taken a few months or it could have taken several years. This matters not, the fact is during your training you'll have experienced high points and low points and will need to have applied a certain amount of resolve and determination in order to have succeeded.

I have looked at the "Men's Shed" objectives and believe we have the perfect environment to meet all of their objective right here at the field, however, it is not good flying alone. You finally nail those rolling circuits, having practiced for months on end land turn around and there was no one there to witness the occasion.



I have no doubt that your flying improves as a result of being a club member, also it's a given that learning to fly in the company of an instructor and a collection of "old hands" that are eager to help will have you solo in far less time and at a significantly reduced cost than might be the case if you were in it alone.

The good club environment can only exist if members are willing to contribute to the running of the club by being an active member of that club, we have seen and will always see the majority of the work done by the same few people but rest assured this wears thin after a while.

With all the proposed changes to the field that are currently being planned over the next two years there will be a need for all members to become actively involved to achieve a positive outcome, many hands make light work.

A lot of the work will be carried out with heavy earth moving equipment ie: runway construction and hot seal, but there will still be a requirement for member participation during the project.



The toilet shower abluion block construction could be an area for member participation, no, not sitting on it, also there is still talk going on about the most suitable location for the large pit cover construction that has been donated by Humphro.

Congratulations to Edie Meester, he traveled to the other side of Australia, NSW, to compete in the recently conducted Australian glider competition and came up trumps winning the Sports section of the competition.

Many kilometers were traveled to achieve this and many hours of flight training over the SWARMS field to reach this standard, just goes to show if you are committed to something anything is possible.

Ed is seen here a picture of concentration at the controls on one of the many flights required to reach his goal of taking out the competition.



The plane and the man who took out the competition, we have seen this plane launched from the tow line on many occasions at the field and it never ceases to amaze me the stress that must be placed on these wings on launch but it survives the trauma every time.



Might have been a few grumblings when Eddie requested a closed field on a recent Saturday prior to the competition to enable him to cram in some much needed fine tuning time prior to the competition.

But I am sure that all members congratulate him now that he has competed at such a high level and come out on top.

A relieved group of pilots in Ed's team relax for a photo after the competition had been run and all would have some tails to tell about their experiences.



The evidence that it all paid off for Ed on the weekend, a trophy that will be on display and a talking point over a beer when ever you visit him. Congratulations again on an outstanding performance.



The pit area for the competition.



Ian Clapp blew the cobwebs out of his turbine jet on Sunday 19th May, it certainly created a lot of interest in the pits prior to taking to the air.

I have a couple of photos of it on the ground before its flight as it was almost impossible to keep up with it to get any in the air, however, I did get some good photos of the bright blue sky in my attempts to capture it but was only able to get where it had been prior to the photo attempt it had long passed that area.



On the startup line in readiness for a flight over the field.



*Two blondes walked into a building !!
You'd think at least one of them would have seen it.*

//////////

*Phone answering machine message !!
If you want marijuana, press the hash key.*

//////////

*My friend drowned in a bowl of muesli !!
A strong current pulled him down.*

Came across this sign recently which I thought was very appropriate.



I CAN READ IT! CAN YOU??

fi yuo cna raed tihs, yuo hvae a sgtrane mnid too. Cna yuo raed tihs? Olny smoe plepoe can. i cdnuolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdanieg. The phaonmneal pweor of the hmuan mnid, aoccdrnig to a rscheearch at Cmabrigde Uinervtisy, it dseno't mtaetr in waht oerdr the ltteres in a wrod are, the olny iproamtnt tihng is taht the frsrit and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it whotuit a pboerlm. Tihs is bcuseae the huamn mniddeos not raed ervey lteter by istlef, but the wrod as a wlohe. Azanmig huh? yaeh and I awlyas tghuhot slpeling was ipmorantt! if you can raed tihs sahre it.

THE **MOST IMPORTANT** THING IN LIFE

As you age:

Never, **NEVER, NEVER,**
under any circumstances,

Take a sleeping pill, and a laxative on the same night!

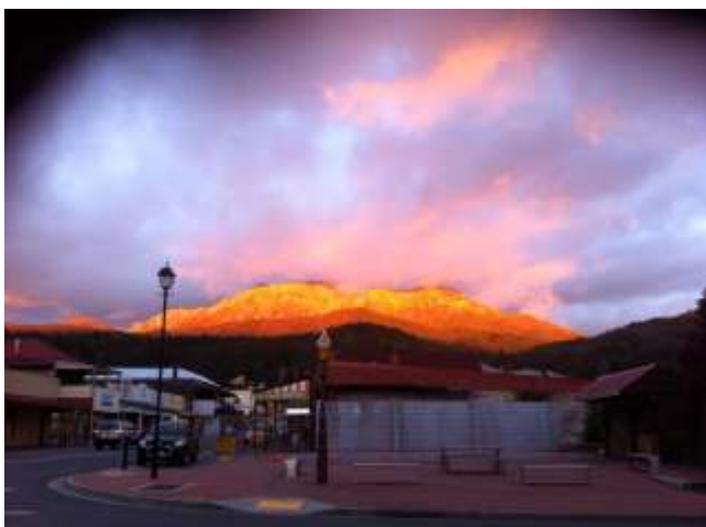
With the mining boom rumored to be almost over and the Australian dollar falling the Field Expansion Committee have been looking at ways to minimize cost for the project.

One suggestion we have for the proposed toilet block is this proto type which is already in operation and has been proven to save costs dramatically.

Only thing I would request is that members keep in mind that when someone is using the toilet the flight line must be cleared for safety reasons and the marker must be returned to the field immediately after use so as not to inconvenience the other flyers too much when identifying the correct flight line location to use.



One of the things that I liked about Queenstown in Tasmania, my home town, every night the colour on Mount Owen changes many times as the sun goes down creating a backdrop for spectacular photos.



John Knowles has been punching holes in the sky with his new 3D model over the past few weekends and appears to be enjoying the experience, over heard him say he was practicing for an attempt at his Gold Wings, if this is the case John enjoy your flying and all the best on the day.



I am feeling very proud now having recently been accepted into the SWARMS "Cub Club" after successfully completing a maiden flight with my new 20cc petrol Cub.



The usual comments after a maiden flight, couple of clicks here, couple of clicks there and all is fine. Graham has been telling me how good these units fly and I would have to agree with him now.



From the look of this pictures I consider it to be much safer in the sky but that could depend on where you land.



Never!! under any circumstances sing in the shower!!

Singing leads to dancing!
Dancing leads to slipping!
And slipping leads to
Paramedics seeing you naked!

So remember...
Don't sing!!!



A plane was taking off from Kennedy Airport . After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, 'Ladies and gentlemen, this is your captain speaking.

Welcome to Flight Number 293, nonstop from New York to Los Angeles . The weather ahead is good and, therefore, we should have a smooth and uneventful light.

Now sit back and relax... OH, MY GOD!' Silence followed, and after a few minutes, the captain came back on the intercom and said, 'Ladies and Gentlemen, I am so sorry i f I scared you earlier.

While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!'

A passenger in Coach yelled, 'That's nothing. You should see the back of mine!'

I am so impressed with this photo we will have to be seriously consider it as a feature during the planning for the field upgrade, somewhere on the building structure.



Ian turned up with another jet for a flight last Sunday, and created a lot of interest around the pits whilst he was setting it up for a flight.

I was able to get a few photos on the ground, however, I could not keep it in the viewfinder long enough to get any in flight shots as it streamed around the sky.

I did get a couple when the throttle was reduced in preparation for landing.

Yes it was Sunday morning, however, Ian is not praying for a successful flight, he is checking the model out and going through the startup procedure here.



With motor tuned and checks completed the jet is taxied away from the startup line.



A man goes to a Doctor with a strawberry growing out of his head.

Doctor has a look at it and says "I will give you some cream for that".

!!!!!!!!!!!!!!

I went to a seafood disco last week and came away in lot of pain.

I pulled a muscle

Approaching the main runway steadily in preparation for take off.



Wheels down, flaps down, turning onto final approach from the west after a successful flight around the field at high speed, the sound is just awesome on these planes.



Fast approaching the runway on line for a perfect landing, we wouldn't have expected anything else for Ian. Once on the ground the air braked are activated and the plane stops in a very short distance along the strip.



Learning How To Master throttle settings during turns.

Throttle setting: Most model airplanes are overpowered, including trainers. This means you usually won't need full throttle to keep the plane in the air. As you know, planes tend to be much more responsive at full throttle. For most of our practice flying, we keep the throttle at a setting that ensures docile performance. As the beginner progresses, we are sure they can handle the airplane at any throttle setting.

Wind and turning: Ideally, the wind will be calm during the beginners first few flights. However, we not consider the beginner competent with this first step until they have flown in wind of at least five miles per hour. They will find that wind presents its own problems to turning smoothly. It will appear that the plane will be sluggish when turning into the wind, while quite responsive when turning in a direction with the wind. This of course, means that different stick control amounts will be necessary with every turn.

The best advice we can give is to tell beginners to fly what they see. If they give a little aileron control and the plane does not respond, they simply have to give more. Getting the student used to this idea early is very helpful. As we start slowing the airplane down for landing practice, this tendency for response to become sluggish will be compounded.

Ballooning tendencies: Most trainers have the tendency to climb with speed, especially trainers with flat bottom wing design. The faster they go, the more they want to climb. While some of this tendency can be overcome with engine downthrust, engine speed is only one factor that influences the plane's speed. As a beginner makes their first few turns, it is likely that the plane will lose altitude. As it loses altitude it picks up speed.

When the beginner exits the turn, the plane will have the natural tendency to climb, due to the increased speed. I call this tendency ballooning, since the plane resembles a hot air balloon as it rises for no apparent reason. Be ready to explain this tendency. To avoid it, the beginner must make level turns. If the plane does not lose altitude in a turn, it will not pick up speed, and it will not climb at the completion of the turn.

The beginner will also notice a tendency for ballooning whenever the airplane is turned into a high wind. To the airplane, it is just as if airspeed increased by the wind speed. The plane will tend to rise. This can be corrected (to some extent) by applying down elevator as the plane comes into the wind.

We try not to let the student get too bogged down with trying to overcome ballooning. Though it may seem like the plane is doing something wrong, it is just a natural tendency for trainer planes.

I have seen students (and instructors) waste entire flying sessions adding downthrust to the engine and shims under the back of the wing in attempts to keep the plane from ballooning. While some marginal improvements may be made, in the end, the plane will still balloon when it picks up speed.

It is important that the student concentrate on practicing to make level turns. Try to have them accept the fact that trainers tend to balloon. We tell them that their next airplane (probably a sportier plane) will not have this tendency.

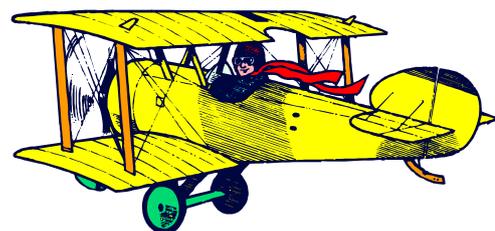
One signal that the beginner is getting close to the completion of this step is that they begin to complain that the airplane always seems to climb. They have overcome their tendency to lose altitude in every turn. Now it will be a relatively simple matter of flattening out their turns. They can bank slightly more severely with the aileron or not give quite as much up elevator to hold the turn.

When the plane gets too high, we simply have them cut the throttle a few notches and continue flying. Eventually the plane will descend. Once a comfortable altitude is reached, we have them increase the throttle a little and concentrate on making more level turns.

I like to have beginners control the descent of the plane by themselves (instead of retaking control) since it makes an excellent time for the beginner to start manipulating the throttle.

When are they finished with this step? -Generally speaking, when the student can keep the airplane in the air for a whole flight with no coaching from you, they have mastered this step.

We make sure, however, the beginner can turn left and right equally well. It is quite common that a beginner becomes much more comfortable with one way or the other, and ends up constantly setting up the plane to turn in the comfortable direction. We force them to practice turning in the direction they feel least comfortable with!



Catch you when we fly into the next edition