

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

South West Associated Radio Modelers Society

Propwash

April 2014

From the President

Things have been reasonably quite over the past couple of months at the field with hot days, windy conditions and the holiday festive season winding down. The IMAC competition date changes caught us by surprise as all the final arrangements had been made for the club to attend the Lights on the Hill festival at Brunswick Junction on the 12th April to put on a static display and flying display, however, these arrangements have now been cancelled.

The IMAC competition is one of only a couple of events that the club host during the year that is financially beneficial so it is very important that we support it. Members will be required to prepare the meals on both the Saturday and Sunday so any assistance would be greatly appreciated. The field will be closed for club flying over that weekend.

The SWARMS club was invited to put on a static display at the Busselton Aerofest again this year, the event was very well supported by the club members and it turned out to be a successful day, albeit pretty hot in the hanger.

Some of the planes the members had on display created quiet a bit of interest from the general public during the day, approximately 3,700 people attended the event.

Thank you to the members who participated on the day you helped to raise the public awareness of the SWARMS flying club.

The insurance claim lodged for the December break in has been paid out, as a result all the training equipment and new Boomerang 60 plane have been purchased to get the training program up and running again.

It just so happens that we had another visit by someone to the field who wanted a BBQ gas bottle more than we did it was found to be disconnected from the BBQ with the regulator just blowing in the breeze.

The field improvements project may appear to be dormant but a lot of work is going on behind the scenes with discussions currently taking place re the legal building requirements for the installation of a new toilets.

At present the runway extension and sealing is on hold this is due to the quote of \$125,000 being received for this upgrade and at this stage the club is not financially viable enough to take this project on.

It only seems like yesterday the we had our AGM, however, the date is fast approaching for the 2014 meeting.

The club can only survive with positive input from the members so think about a roll on the committee this year and you can contribute to improving the club and facilities for model flying at SWARMS.

The field is looking good mainly due to the maintenance carried out by our resident (Flying) gardener Brady it is the best I have seen it in eight years (apart from it's colour) but that is about to change with the rainy season almost upon us, thank you Brady for your dedication.

The Electric Flyin weekend that was scheduled for the Easter weekend is looking doubtful at present, there does not appear to be much interest being shown in holding this event and as most of the arranging falls on the shoulders of just a few we are currently looking at logistics and if it is feasible to go ahead, an expression of interest email will be coming to your mail box shortly, please respond.

Good to see Scott up and about again after his unfortunate accident, boys will be boys, but at some time in our life we have to assess the risks in more detail to prevent personal injury. The older we get the longer it takes to rehabilitate.

This is a flying injury but it was one that occurred without radio, wings, motor or fuel. I am sure he was running on adrenaline when it happened.



**Any info or images for
PROPWASH?**

Email to editor@swarms.org.au

Ron's new scratch built vintage Dawn Flyer now almost ready to cover. Plan was obtained in an REM&E Magazine but it was only 48" wing span so the plan was increased 42% and it turned out to be 80" wing span on completion.

It will be fitted with a G 46 Turnigy electric motor.



The fuselage will remain open lattice as pictured, it will be very interesting to see how it flies with this type of construction.

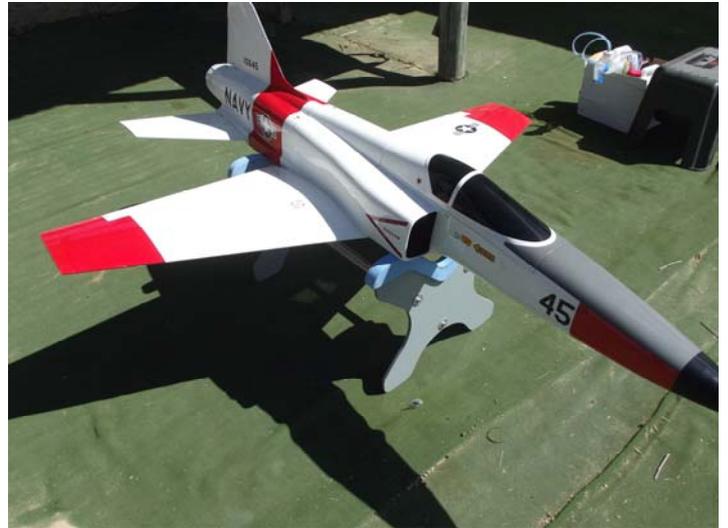


Ray Anderson arrived at the field with this refurbished fan jet to test fly it, the weather was not all that pleasant with very gusty winds buffeting the field, however he did fly it.

It performed very well in the sky but the wind made it difficult to land, on the second attempt he was able to get it onto the runway with out any major problems.



It is a nice well preserved looking model which he indicated he has had for many years, it is powered by a 90 size two stroke engine.



SWARMS is on FACEBOOK
www.facebook.com/swarmswa



THE EASTER BUNNY GETS A RUDE AWAKENING.

Troy's scratch built PT 19 which he completed and successfully set up and test flew recently. This is the first built that Troy has completed and test flew himself, congratulations on a good outcome it does feel good when the is back on the runway after a maiden flight.



On the start line doing the pre-flight checks prior to the successful maiden flight.



The new Boomerang 60 Club Trainer which is the replacement of the one that was stolen, it is fitted with an OS AX 65 motor. The radios are Futaba compatible units with the same buddy line system.



This is the latest all terrain vehicle on the market today, call a Helicavator designed to work anywhere it can land or drive.



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Troy seen here explaining to this little old lady that it is just what she needs every Sunday morning, however, she was not all that convinced.

I think from the motion of his arm he was demonstrating a stall turn when he was caught here on camera, he could not have been a very good advocate for the club as she has not been seen at the field as yet.



While I was out of action with my broken ankle I got a small project on the go...a bigger quad copter! All parts from Hobby King and a bit of help from Larry and we had lift off. I took the opportunity to fly it indoors at the SWSC Basketball courts fly in organized by Kerry of the DAMS club. Was a fun few hours and I managed to run through most of my batteries from a plastic deck chair.

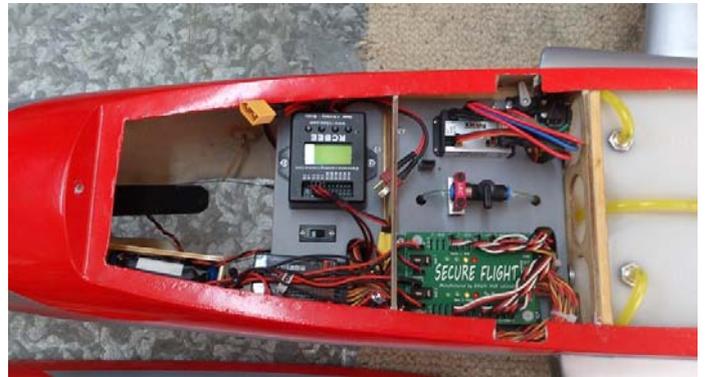


Basic flight is surprisingly easy! I was able to fly it in my back yard with only a few minor mishaps (tree!). It is easy to see why so many of these things are popping up in news headlines. Often being flown inappropriately by people with no prior RC or club experience to teach them some basic do's and don'ts. Lets hope they don't cause problems for the rest of us down the track.



Clappy successfully certified a new turbine jet a few weeks ago in Perth. Ready for his trip over to Wangaratta Jet meet. Kingtech K100 Turbine for power.

Here is a sneak peak of the inside layout.



There is a jet meet this Easter weekend at the Wagin air-field organized by Perth based WestJets. The local council and airport has provided access to the newly bitumised 1km + strip for the Jet Club for both the Saturday and Sunday! I will take some photos for the next Propwash edition. Will also post on the SWARMS Facebook Page.



This years Capel Classic IMAC 2014 Trophy's

Q: What did the Easter Egg say to the boiling water? A: It's going to take awhile to get me hard I just got laid by some chick!

Q: What do you call a rabbit with fleas? A: Bugs Bunny!

Q: What do you get if you pour boiling water down a rabbit hole? A: a hot cross bunny

Q: What do you call ten rabbits marching backwards? A: A receding hareline.

CAPEL CLASSIC—IMAC 2014



Cliff Altus from Kalgoorlie is the proud owner of this 3 Metre Composite ARF SU-31 Sukhoi Powered by 4 Cylinder DA-200 (Below)

Nice panoramic shot above of typical proceedings during the competition. Weather was very nice for most of the event. Bit windy first thing Sunday.



This years IMAC event was another successful event with pilots arriving from a far as Kalgoorlie.

The kitchen was well run by the usual suspects Ron Waller and Brady Goff arriving early to cook the bacon and eggs, then following through with hot dogs and sausages at lunch time each day.

Thanks to DL Engines and Hobby Australia for donating the food supplies to help boost the canteen profit for the weekend.

Feedback I received has been very positive from all that attended, and the effort put in by SWARMS members is appreciated. Scale Aerobatics WA wish to pass on their thanks for the club hosting the event this year. There is even talk of SWARMS hosting the State Championship round next year!



Last minute notes:

Easter Electric Fly in has been cancelled.

Field will still be open for normal use and visitors are welcome to come and fly, camp and use the facilities. (MAAA membership required to fly) There will just be no formal catering arranged. The field is in tip top shape after the efforts of Brady, Ron and the others that arrived to help with the busy bee.

Ron Waller has been looking into some possible lotteries grants for club facilities upgrades, and so far is looking positive after advice from Whitfords club members and a lengthy discussion with Lottery West.

The roads will be very busy as usual over Easter, so please be careful when on the road, *hope everyone gets some time for a fly and time to relax!*



Knock, knock!
 Who's there?
 Wendy.
 Wendy who?
 Wendy Easter Bunny coming?



© Benny 2005

FOR SALE or SWAP or BUY

Bernie Rowney is chasing an OS52 Four stroke Engine Has a Victor Air Tourer with 91 Four Stroke that he is willing to trade for it

Please contact Bernie on PH 08 97 21 7236

Futaba 7CAP - 7 Channel 36 Mhz Computer Radio
 10 Model Memory, Mode 1, Incl 2 x PCM Receivers

\$125 Contact Scott Pittick



**—QUICK TIP—
 PETROL ENGINE LOW END TUNING
 Walbro style carburetor**

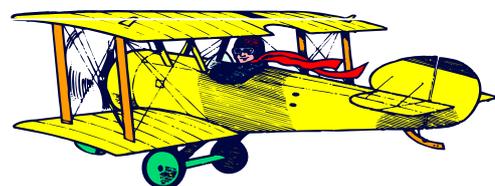
Fully warm the engine up, set the idle at the lowest reliable idle, lean the low speed needle until the RPM does not increase any further,

Now richen the low speed needle until the RPM just begins to fall, reset the idle speed to the desired RPM and test the transition.

If it wants to die when accelerated quickly, richen the low speed needle slightly (wind out).

If it stutters and puffs a little smoke but otherwise accelerates, lean the low needle slightly (wind in)

Acceleration should be fairly quick without any lean or rich hesitation. Engine should need to choke to start when cold, or let sit for a while. Otherwise it is likely too rich on low end = missing/burbling at lower rpm, higher fuel consumption, excess carbon build up and fouled spark plugs.



Catch you when we fly into the next edition