

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

South West Associated Radio Modelers Society

# Propwash

## September 2014

### From the President



Things are finally hotting up with the proposed field expansion project, however, it may seem to some that not much has been happening, let me assure you that there is a lot going on behind the scenes.

We cannot do any physically work until the grant application have been approved and some members would be aware that the \$15,000 grant request from AWA has been approved, this money is targeted for the pit pavilion cover and the concrete surface of the pit flooring.

The new draft design for the building has been completed and submitted to the structural engineer Peter Suckling for the stamp of approval prior to the building application submission being presented to the Capel Shire for the building approval.

The Lotterywest application unfortunately had been left in

someone's in tray for around six weeks and was not discovered until I made an enquiry, this is now back on track. There was a request for a couple more documents which have been supplied, it is now in the process of being reviewed by the grants committee for approval prior to being handed to the Premier for signing off. (yes we are going to the top with this one)

The Lotterywest funds are targeted for the toilet facility upgrade so as soon as we have been advised of a successful application we will commence on the final planning for this structure. Keep in mind that there will be a considerable amount of labor required by the members to complete these two

projects as there was no money allocated in the proposals for labor.

If we were to get external labor hire to complete this work we would have only had about a quarter of the \$30,000 funds we requested available for the buildings which would see only minor improvements at the field. I will keep you informed of the progress of this upgrade and advise all members of any busy bees to implement the changes.

The IMAC competition for 2015 has been scheduled into the calendar, it will be conducted at SWARMS in October 2015, this 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. We have been asked for the Club Members to prepare the meals on both the Saturday and Sunday so any assistance would be greatly appreciated.

We will keep you advised closer to the date so you can hopefully schedule a little time to assist this is mainly due to the 2015 calendar not yet being available.

#### *Dates to Remember*

- |                    |                                                |
|--------------------|------------------------------------------------|
| <i>Busy Bee</i>    | <i>Sunday 22nd</i>                             |
| <i>Scale Rally</i> | <i>Fun Fly 28th</i><br><i>Scale Rally 29th</i> |

*Continued next page...*

I would like to extend a warm welcome the new members to the club they are already enjoying the sport, hope that your experience is both rewarding and satisfying, we have another two who are in the process of completing the application form to join.

We are fast approaching the clubs annual Scale Model Flyin which is scheduled for the 27th / 28th September and I would encourage all members to get involved with this weekend. This is an opportunity to share your sport with others with the same passion even if you choose not to fly it is a great weekend to share your sport socially with members from other clubs.

I would like to think that this is he last weekend we host this event under the current field structure, I hope that with the successful grant application approvals we have an entirely new look field for next year, I am excited at the prospect of this occurring and am eagerly awaiting the commencement of these changes.

*Pic from Scale Rally in 2009—With some good weather, and bit of luck and some effort this is the sort of crowd we can get!*



SWARMS is on FACEBOOK

[www.facebook.com/swarmswa](http://www.facebook.com/swarmswa)

*From the editor:*



*Apologies for the late release of this edition of Propwash. After breaking my foot and then taking on a project to install a pool at home I have been absent for the last 6 months from active flying except for a stint to Wagin for a jet meet. Back into it now! Big thanks to Ron for the bulk of this Sept editions content.*



**Any info or images for PROPWASH?**  
Email to [editor@swarms.org.au](mailto:editor@swarms.org.au)

Ron's new scratch built vintage Dawn Flyer is now completed, however, it has been at the field on three occasions but it was too windy to give it a maiden flight. 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.



Not real sure how this will fly with the 46 equivalent electric motor fitted so will be looking for an ideal day to test fly, a bit concerned that it may be a little under powered but with the large wing area should be stable in flight. The proof of the pudding will be in the test flight.



Paddy took 2 stuffed dogs to the Antiques road show  
"Ooh!" said the presenter,

"This is a very rare set, produced by the celebrated  
Johns Brothers taxidermists who operated in London  
at the turn of last century.

Do you have any idea what they would fetch if they  
were in good condition?"

"Sticks?" Paddy said

Troy's new ARF Travel Air model which he completed and successfully set up and test flew recently, congratulations on a good outcome it does feel good when it is back on the runway after a maiden flight.



The club trainer has been very busy in recent months with it only being on the ground for refuelling, clocked up over 30 flights to date training new members.



Just recently we had one of our new members who thought he would preserve the runway and made a landing in the top of the tallest tree on the western end of the field. Every effort was made to recover it, however, it just could not be reached it was just too high and the tree was impossible to climb.

So he made the decision to leave it and let the wind blow it down, have you heard the story of the three little pigs they also huffed and puffed? it did not work. After several days of strong winds and wild weather it remained stuck fast at the top of the tree.

I went through a thought process on how we could retrieve it with minimal effort and had a idea that I would put into practice. Take my surf rod to the field attached some sinkers to the end cast up over the tree remove sinkers attach a rope to the end of the line wind in the catch and then slid the rope along the branch until it is adjacent to the plane and rock it down.

In this case the theory worked, after five casts over the tree I had the line in a position on the branch where the plane was lodged, wound up the rope pulled it along the branch and after about twenty minutes of pulling and rocking the plane flipped over off the branch landed on the ropes and slid down to earth.

I am sure if anyone seen me standing in the field casting a surf rod over a tree they would have called the authorities and had me locked up in a padded cell, may have been in my favour that I was not using any bait at the time.

Brady took on the challenge in the recent Dwell-ingup mountain bike race, special prize if you can spot him here at the start line amongst the thousand odd competitors. Apparently they experiences the four seasons in one day with a lot of mud collected along the way.



**My parents spanked me as a child**

**As a result I now suffer from a psychological condition known as "Respect for Others"**

Three sisters aged 92, 94 and 96 live in a house together. One night the 96 year old draws a bath, puts her foot in and pauses. She yells down the stairs, "Was I getting in or out of the bath?".

The 94 year old yells back, "I don't know, I'll come up and see".

She starts up the stairs and pauses, then she yells, "Was I going up the stairs or coming down?"

The 92 year old was sitting at the kitchen table having tea listening to her sisters. She shakes her head and says, "I sure hope I never get that forgetful".

She knocks on wood for good measure. She then yells, "I'll come up and help both of you as soon as I see who's at the door!"

### Woodie's B 29 Bomber makes it debut

It was exciting to progressively witness another great build of a large model from the Woodhead hanger which took around 18 months to complete. The word was out that it was now completed and preparations were in place for it's maiden flight.

I arrived at the field to see his latest large construction sitting on the taxiway being assembled in readiness for building certification clearance.

All assembled and checked it was time to run the motors up, like all of Woodies models it was all hands on deck to restrain the model during this process.



There was a minor problem with number one motor on the portside which was detected with a fuel line kink causing restricted running time of the motor. After a minor adjustment all motors were fired up successfully again with no further problems experienced. A little tuning and throttle adjustment now all four DLE 20 motors were humming a nice tune.



With full throttle applied it was difficult to restrain the large model, it soon became very evident that there was more than enough power for the maiden flight and this proved to be the case during the flight.



All clear for take off, it is seen here taxiing towards the main runway in preparation for lift off.



What an awesome sight the plane now in position lined up at the end of the runway into the wind with all four motors purring awaiting for the throttle to be increased for take off.

Full throttle and instantly the plane charged off down the strip and had lift off after only travelling a short distance along the runway, what a sight now !!

Climbing out and gradually doing a slight turn to starboard undercarriage was retracted, it was hard to not think that we were experiencing the real thing here, so realistic in both sight and sound as it continued to climb with out effort towards the west.

Now fully aloft it was time to do a few passes back over the field, the turn was made in the west with the plane now heading back down the strip it sure was a pretty sight as final adjustments on the trims of the flying surfaces were made.

Several passes were made over the field and with each one it seemed to look a bit better than the previous pass, now a low pass for the photographers and there was a continuous sound of clicking as the plane approached and passed low overhead.

With all systems checked and proved to be working effectively Steve indicated he was ready for a final circuit and approach for landing. The plane came around on final approach with wheels down wings level and perfect touch down, all motors were killed and the plane was wheeled back to the pits.

The look of elation on Woodie's face, below, after the very successful maiden flight speaks for itself, the many hours of building has paid off, the plane ticked all the boxes with a very realistic looking model both on the ground and in the air.



What was that ?? Oh the second flight, yes there was a second flight but the outcome of that was not all that pleasing.

After a coffee and discussion over the performance of the maiden flight it was decided to go for another, tanks refuelled checks conducted and it was headed down the runway for take off.

This take off same as the first not much runway required to get the plane airborne and again with a gradual turn to starboard it was looking good again.

There were several passes over the field and again it looked and sounded awesome.

Woody took the radio and had a fly then Ray flew a circuit and were both very impressed with what they had just experienced, Steve took over again and on one of the passes a sound that no pilot wants to hear on a multiple engine plane.

The perfect synchronization sound of the 4 DLE engines changes dramatically with both motors on the port side failing with the plane dipping the wing in a downward motion. Steve was able to get control again only to loose it on trying an approach to land safely.

The outcome was catastrophic with pieces of plane scattered around a crash site, after a recovery mission to retrieve the pieces it was time to analyse what went wrong with B 29 flight #002.

It was identified that the clunk tubing in the two port motor fuel tanks was very stiff and did not enable the clunk to sit at the bottom of the tank which meant there was still adequate fuel in the tank but it could not be syphoned into the motor.

After Woody had a chance to review the extent of the damage at home he has vowed to rebuild and the estimated completion time is Easter 2015, we wish you well with this rebuild.

The positive here is that the construction and flight characteristics of the plane were really good it all boiled down to failure of an adequate fuel supply to the two port motors.

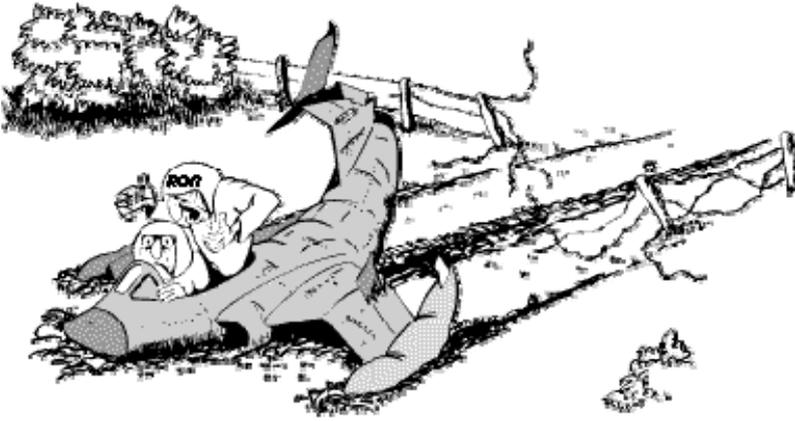
I do recall Woody telling me prior to flying the "Spruce Goose" that there are only two types of model planes.

One's that have crashed or one's that are about to crash !!

It was a great shame to see such an impressive model both on the ground and in the air to end up with this devastating outcome, but with Woodie's enthusiasm and building skills I am sure we will see this impressive aeroplane in the skies over the SWARMS field in the future.

Flight report and photos supplied by Ron

*Dave from Albany flying in Oyster harbor with his latest model, looks fantastic!*



NO, I did not say "I have control"



*Image from Albany Model Aero Club Facebook Page*

***Wagin Jet Meet April 2014***



Was a excellent weekend in Wagin, got in a bunch of flights and even some formation flying with Mo from West jets who maidenized his Pantera. Great facilities, support and turn out by the Wagin Community. Look for WestJet on Facebook for hundreds of quality pics by Alex

***Local Police had a hard time getting a speed lock..too fast!! Managed to get a "slow pass" at ~320kph***



*More great shots can be found at Albany Model aero clubs page of Daves flight.*

***PLEASE SEND IN YOUR PHOTOS OR STORIES OF YOUR LATEST PROJECT!***

If you have any pics or news for prop wash please email them to me at editor@swarms.org.au The newsletter can only be as good as the content we can get our hands on to publish. Wanted to BUY or SELL I can list also. Cheers! Scott.

***Catch you when we fly into the next edition***

