



## *Propwash*

## *August 2016*

*From the President.*



As we enter into another flying year for 2016/ 17 it is a good to start by reflecting on the past 12 months. The AGM has been held and a couple of changes to the committee have resulted the elected committee for 2016/17:

|                 |                              |
|-----------------|------------------------------|
| President       | Ron Waller                   |
| Secretary       | Scott Pittick                |
| Treasurer       | Ray Anderson                 |
| Canteen Manager | Troy Lucy                    |
| Propwash Editor | Brady Goff                   |
| Safety Officer  | Eddie Meester<br>Steve Green |

I look forward to a number of new challenges for the coming year, a discussion held at a recent meeting around no new projects to be undertaken for the next 12 months, this is something I find difficult to agree with.

There are a number of things that have been identified as requiring attention and if we sit around and do nothing as suggested we will all be 12months older and maybe not able to do them then and these things would have deteriorated even more.

We could sit around and become stagnant, however, we have facilities to be proud of now so let us continue to maintain them in pristine condition whilst we are fit healthy and able to.

We reflect back on the past year and see it has been a year of mixed emotions filled with sadness, frustration, excitement, satisfaction and a high sense of achievement.

We unfortunately lost one of the clubs long term members this year in Bernie Rowney, Bernie had been around the club as an active passionate flyer for over thirty years, he was a regular Sunday flyer until his health deteriorated, it was a sad loss for the club.

The main frustrating aspect for the year has been the unlawful targeting of the club facilities with four breakins in the past 6 months, this does nothing to enhance the sport and causes a lot of inconvenience, time and money in restoration to get the facilities back to normal so members can enjoy their flying.

The security around the club has been extensively increased but to date no one has been identified, however, perseverance will prevail and in the not to distance future if it continues these people will be caught and brought to justice.

The past 12 months has been a productive year for the club with a lot of structural changes being achieved, the toilet facilities are now completed and the pavilion being almost completed with only a few minor tasks to complete.

Congratulation are in order to Rob Woodhead, alias Woody, who has again excelled in the art of scratch building large models with his latest addition being "Smithies" Southern Cross, he has spent many hour modelling away in his workshop to come up with another outstanding model as both a static, looks great on the ground and scale flying model

There are more photos of this maiden flight within the Prowash, courtesy of Ray, it was a very rewarding outcome and I am sure Woody is still smiling.



It was moved at the last meeting that we go ahead and upgrade the current tractor we are in the process of purchasing this unit from a farmer close by and making arrangement to get it to the field.



Planning is in progress for the Fun Flyin proposed for the 2016 September long weekend, as discussed at the last meeting with the facilities upgrade almost complete we need to focus on promoting this event more now with in the general community as well as with the State clubs.

With increased numbers of the general public in attendance it will not only promote the sport and possibly encourage new members to join it can also provide additional funds through canteen sales.

This is always a good weekend keep in mind we can not control the weather, however, I would encourage all members to put this event in their calendars and roll up to enjoy the fellowship, oh, and the good meal on the Saturday evening.

If you do not have a plane to fly on the day there is still plenty of time to put one together and come and enjoy the day.

***Proposed addition to our security system !!***



***In with the new, out with the old.***



The Eddie 500 has served us well since we acquired it from Ian, however, it was considered time we upgraded it due to a few mechanical issues and the availability of parts,

It has gone to a good home in Perth, the purchaser is also a keep model enthusiast and brought a plane down for a fly when he collected the tractor recently.

The new one is having rims and tyres fitted and will be delivered to the field in the next couple of weeks.



RFDS sponsor day is on again this year, 22nd / 23rd October and MAAA are supporting it again the attached letter gives details of the event. The question is, are we as a club participating this year ??



MAAA President Neil Tank encourages local clubs to support the annual event by holding local events, as it's important to get more Australians behind the sport.

"Flying a model aircraft is a fast-growing family sport and this event's wide range of activities help people learn more about the sport while giving members a great day out," said Neil.

"We need to showcase to younger generations the high-speed pylon racing jet planes, gliders and helicopters, and let them experience the adrenalin rush and thrill of flight".

In 2015, more than 40 clubs joined in on the action across Australia. Clubs held static displays of model aircraft at barbeques, shopping centres and fun flyins, just to name a few.

The 2016 Australian Model Flying Day will take place at various locations across the country on 22-23 October. The entry fee is a \$5 badge which goes directly to the Royal Flying Doctor Service.



The Royal Flying Doctor Service of Australia (RFDS) is one of the largest and most comprehensive aeromedical organisations in the world. Using the latest in aviation, medical and communications technology, we deliver extensive primary health care and 24-hour emergency service to those who live, work and travel throughout Australia.

With 66 aircraft nationally and a waiting room of 71.5 million square kilometres, we provide 24-hour aeromedical emergency services to country Australia.

Combined with telehealth consultations, fly-in fly-out GP and Nurse clinics, mobile dental services, patient transfers, health education and a myriad of other health services, the RFDS is constantly working to see that those living in

rural and remote areas can enjoy the same health outcomes as those living in city areas.

**So how do you take part in this great event?** Plan an event (a club flying day or even a fundraising BBQ) for one day on the weekend of 22-23 October. Then Register your club's event with the MAAA Secretary ([secretary@maaa.asn.au](mailto:secretary@maaa.asn.au)) and advise how many members you believe will attend. You'll then receive 2016 MAAA Australian Model Flying Day badges. Then encourage club members and the public to come along!

Neil Tank  
President

The John Deer ride on mower that has served us very well over the years had been replaced by the new Husqvarna and it was surplus and not getting much use.

It along with the Eddie 500 tractor have been sold to purchase the new tractor which has cost us nothing as a result.

The slasher unit was removed and will be placed into the new tractor when it arrives at the field which is fitted with the necessary hydraulic system to accommodate this unit.

***Brady getting the last out of the John Deer prior to it being sold, he did many hours on this unit keeping the field in pristine condition.***



***Going for Gold!***

***I trust you have all been watching the outcome of the Olympics and cheering on Australia for gold.***

***We are fortunate to have our very own Australian representative within the club, Eddie Meester is representing Australia, he was selected to represent Australia at F3F Slope Racing World Championship in Denmark in October.***

***Eddie qualified for the world championships after a series of trials held in Esperance, where he finished third and was chosen in the team of four.***

***The team of Aussies will be the first to represent the nation at the F3F championships. Eddie puts a lot of hours into practice at the field I hope he is rewarded for his effort.***

***We wish Eddie all the best and hope he can bring home a gold. (No pressure here Ed)***

***Ed in action off the cliffs during qualifying.***



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Flying on Sunday 14th was the first flying day we have had that where it was not blowing and raining, though be it was a bit gusty at times.

It did lead to some interesting flying with two Bixlers doing their own thing in the wind and were last seen circling over Capel until Chris and Ed took over the controls and retrieved them flying back to the field for a safe landing.

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It was good to see Scott out blowing the cobwebs out of his big IMAC competition plane after his disastrous landing with his other plane during a free flight competition at Kalgoolie. Looks like the incident caused terminal damage to the plane but it has survived a pretty stressful 6 odd years in the air.

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Chris Saxton is off on holidays this week flying back to his home country (England) he has indicated that he has his eye on a motorised glider to fit into his case on the way home. Chris joined the club as a helicopter pilot but got hooked on motorised gliders and his hanger has increased dramatically since, good to see him enjoying the experience. Have a safe trip Chris.

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With all the wet weather we have had the grass around the field has grown rapidly, we can only hope it dries out adequately for us to mow in readiness for the Fun Fly as we have experienced a similar situation before where we were mowing the runway edges on the day of the event.

*Final check being conducted and motors fired up.*



*Powering down main runway with tail wheel lift off.*



*Cleared for taxi.*



*Smithy would be proud of this picture, Southern Cross amongst the clouds again.*



*Very last check, with breath held and fingers crossed., will it fly ?*



*On final landing approach after very successful maiden flight.*





I am no cook. But I can follow the directions. Which said to let the bird chill in the sink for a few hours.

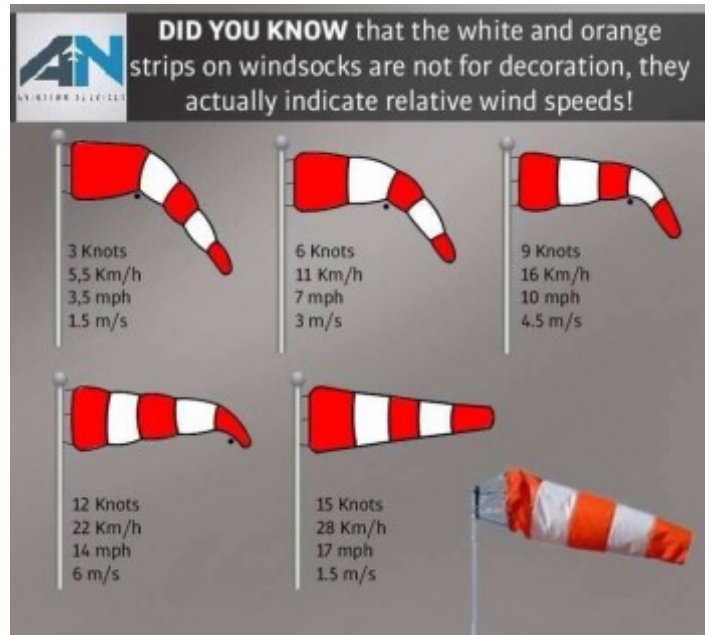


So I failed, I then took some cooking lessons but the course was very intense, when they said dress the chicken apparently this was not what they meant.



Interesting factual details here about the colour and activity of the windsock, I thought that the coloured strips on the sock were to make it more visible for the pilot to see and the further it straightened out the less likely you were to fly.

Study the wind velocity and position of the wind sock and when next at the field we will have a competition to see who guesses the correct wind speed from your observation of the wind sock.



We have not had a good run with the weather over the past three months as a result there has not been a lot of activity in the skies over the field, I would much prefer the water coming for one of these than from where it has originated from during that time frame.

***Water bomber working on low level drop during the last fire season.***



Some shots of the wet conditions at the field on Sunday 18th July, most of the drains were running to full capacity and some were not running at all.

After an hour or so with the shovel we could have run the Olympic kayak even with the volume of water creating rapids as it exited the field



The nitro startup line was also under water and it made it a pretty wintery photo with additional rain clouds threatening to dump even more rain, it was not long after this photo that the heavens opened up again so we were confined to the clubrooms.



It was a good thing the IMAC competition was not scheduled on that weekend as the startup area would have been a bit damp for the competitors.



A spiritual God visited a woman and told her she must give up smoking, drinking and sex if she wants to go to heaven.

The woman said she would try her best.

God visited the woman a week later to see how she was getting on.

“Not bad” said the woman, “I’ve given up smoking and drinking but then I bent over to get some stuff out of the freezer and my boyfriend caught sight of my long slender legs, he pulled up my skirt, and made love to me right then and there.”

“They don’t like that in heaven”, said God.

The woman replied:” They’re not too happy about it in Woolies either!”

#####

The bridge over the main drain adjacent to the clubrooms was afloat and there was a very low fire risk with the branches and leaves that have been accumulated on the bank.



**5 things you can't recover in life:**

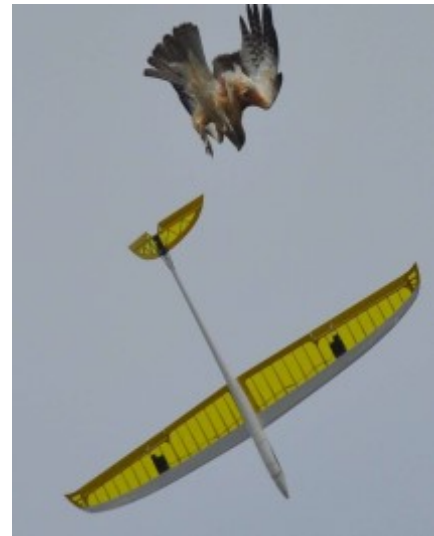
1. A stone after its thrown
2. A word after its said
3. Time after its gone
4. Trust after its lost
5. An occasion after its missed

I am a friend on Facebook page with the Air Force Roulettes aerobatic team and every show they do there are photo posts of the display put up on their site. I have attached a few here of their precision flying routine from up there with them, I does show just how close they fly to each other in these disciplines.

It is a totally different perspective from being on the ground looking up as they fly past.



*This eagle heard Eddie was off to the world titles so he decided to offer him a few lessons but he found Ed could not successfully fold his wings back to increase speed like he could.*





*A good photo of the field taken from a drone recently the runways look large from up here how come they seem to reduce in size when get down.*



*A plane grave yard in the US, this large number of planes are out of service and I would say someone is out of pocket to the tune of millions of dollars.*

*Does not appear that they are used for scrap metal but they must be worth something.*



We might of thought is has been cold here recently, spare a thought for my fellow country men and women. This is a photo taken on the highway into the Great Lakes region in central Tasmania last week.

Access was with four wheel drive vehicles only and it was for a four day period, looks good but only through a vehicle windscreen with the heater on.



*Interesting model that actually flies, could be challenging to trim out.*



*Hey Troy, did they get clearance to use your runway*



***For Sale***

2 Foam Electric Planes new partially built with motors and servos fitted.

4 Radios, all radios are 2.4G mode 1 in good condition.

If you are interested in any of these items or want any further details please discuss it with Ron or contact him on #0419 908 165

***Turnigy 9X 1 off***



***Turnigy 9XR 1 off***



***Hitec Optic 6 2 off***



*Safe tips from the flight line.*

Priorities in flying Here we list the basic rights of way for the flying field in the order of most importance.

- 1) **Dead stick landings** - When an airplane's engine dies, the airplane is going to come down no matter what. The flyer with the dead stick must yell "DEAD STICK!" immediately. Anyone on the field must know an airplane is coming down in order to stay out of its way. A flyer with a dead engine has the highest priority. ALL other flyers must give the right of way (including any that have already called their landing).
- 2) **A person on the field** - Whenever a person goes onto the field to retrieve an airplane, they MUST call (very loudly) "ON THE FIELD!". This person has the right to safely retrieve their airplane. While ANYONE is on the field, no taking offs, landings, or low passes are allowed. The only exception to this rule is a dead stick landing. Once the person re-enters the pit area, they must alert all flyers with the call "FIELD'S CLEAR!". If you are the person retrieving your plane, be sure to take the shortest route off the field to help others who may wish to land.
- 3) **A flyer calling a landing** - The first flyer who calls a landing has the right to land. Some flyers have tried to hurry their take off to beat the airplane landing. However, if the engine stalls, an airplane will be sitting in the middle of the field while another airplane lands!
- 4) **A flyer ready to take off** - Notice that take-offs get the lowest priority. At times a flyer may have to wait for several minutes while other pilots land and retrieve their airplanes.

*What was that 36 MHz ??*

The FCC has allotted over 40 frequencies to model aviation. These frequencies are given numbers, ranging from about 16 to 58. In theory, this means that over forty planes could be flying at the same time! However, the likelihood of forty flyers showing up at the same flying field without duplicating frequencies is low.

Also, when more than six or seven planes are in the air at the same time, it can be quite distracting to the flyers (mid-air collisions do happen). For this reason, CCRCC limits the number of planes that can be in the air at the same time to 4 airplanes. Note that if one flyer turned their transmitter on when another on the same frequency is flying, the pilot of the plane in the air would lose control of the plane.

This is why most clubs use some form of frequency control. Instructors: be sure your students understand the rules of your frequency control.

2.4GHz has eliminated this problem with unlimited access to fly without any cross frequency problems, hence. There being no requirement for the frequency board for 2.4GHz radios.

**What's the hardest part of flying?** - Landing. Your instructor will first teach you how to keep the plane in the air, making simple turns. Then you'll progress to flying figure eight patterns. Once you can keep the plane in the air by yourself without any problems, you'll learn to take-off. Finally, once you have mastered all other phases of flying, you'll learn how to land.

**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.

*Catch you when we fly into the next edition*

