



Propwash

From the President.



Since the last edition of the Propwash the club has hosted two flying events, the annual Scale rally held in September and the MAAA Royal Flying Doctor fund raising event in October. The Scale rally was again effected by inclement weather and this was reflected in the number attending, the forecast for the weekend was not good, however, it turned out to be reasonable particularly on the Saturday.

The BBQ come banquet conducted on the Saturday evening was attended by 26 local and visiting pilots and families who felt that were once again privileged to be able to sample the butts of beef and a nice selection of salads. Oh !! Yes and the sweets were divine it is a good indication of the quality of the food when you seen people going back for seconds and thirds for some.

Thank you to Trevor and Erica for again excelling in the kitchen and for those members who provided salads and sweets for the evening. The beef rolls and gravy provided for the lunch on Sunday were certainly a winner with a que forming at the counter when lunch was served. Those that attended the weekend were appreciative of the hospitality shown over the two days and vowed they would be back next year.

Several comments made during the weekend from attendees was we probably need to look at changing the date of the event due to the way the weather has been over the past three years but this has been organized on the long weekend for a reason, to facilitate for visitors travelling to and from the event.

November 2016

We unfortunately lost another of the clubs long term members this year in Roger Veen after a short illness, Roger had been around the club as an active passionate flyer for over fifteen years, he was a regular Sunday flyer until his health deteriorated, it was a sad loss for the club.

His somewhat interesting and entertaining flying style I am sure will be missed on a Sunday, two of his planes the DC3 and a Tiger Moth which have never flown will be transported to the Air Museum in Bull Creek where they are only too happy to put them on display.

A recent photo of Roger taken just prior to him taking sick, he is accompanied by his Son Roger Jnr and Daughter In Law Margo.



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Something that has been over looked is the clubs Christmas function the man in the "BIG" red suit is almost here, time to give this a bit of thought as to what format we should take this year. Discuss around the pits and come up with any suggestions for consideration ASAP.

2016 Scale Rally

This event commenced on the Saturday morning with a pilot briefing at 10am, the weather forecast was not good for the weekend and this showed up by the number of pilots present at this time. Sky's were cloudy and a stiff breeze swept across the field, however as the day progressed the conditions improved considerably and the number of planes in the sky increased.

As in the past there was a variety of aircraft present including several turbine jets, these are a real attraction as they resemble the real jet both on the ground and in the sky. This was the first occasion we had to fly the MAAA official flag and in the morning the wind gave it a real workout, this also demonstrated to visitors that we are part of a much bigger organization than just the SWARMS flying club.

The Southern Cross made several flights over the weekend and proved to be a real talking point amongst the visitors, thank you Woody a crew for the display.



The pit crew and pilot Steve doing the pre flight checks prior to the first flight.



Motors purring at full revs all hands on deck to restrain the plane.



All checks complete plane on taxi towards main runway in preparation for take off.



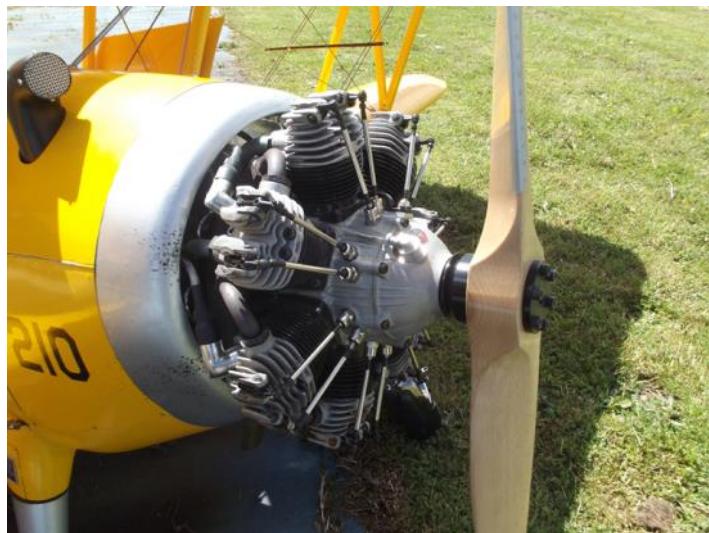
The Southern Cross cruising around over the field, another one of Woodie's large builds successfully gracing the skies and looking a picture and sounding really good with the three radials purring.



A selection of some of the other planes that flew over the weekend, the biplane below, a Steer Man 50% scale was an extra large model fitted with a seven cylinder radial motor which look very impressive and sounded great as it circulated above the field.



The seven cylinder radial motor looked and sounded great.



A few IMAC models lined up adjacent to the startup area awaiting clearance for a flight.



Scale Rally continued.



Adrian Byrne's proudly displays his old faithful cub, this planes has flown at several scale rallies and in very impressive in the air.



Ray had a few problems with his fly baby that unfortunately could not be solved at the field.



Shane Ballingall brought along a tag team father and son jets. The large being a turbine jet and the small being electric ducted fan jet, both look impressive.



Two more turbine jets in the pits.



Scott assembles his turbine jet in the pits in preparation for a flight



Some of the visiting pilots caught relaxing and no doubt discussing the hobby in between flights



There was plenty of activities in the pits over the weekend.

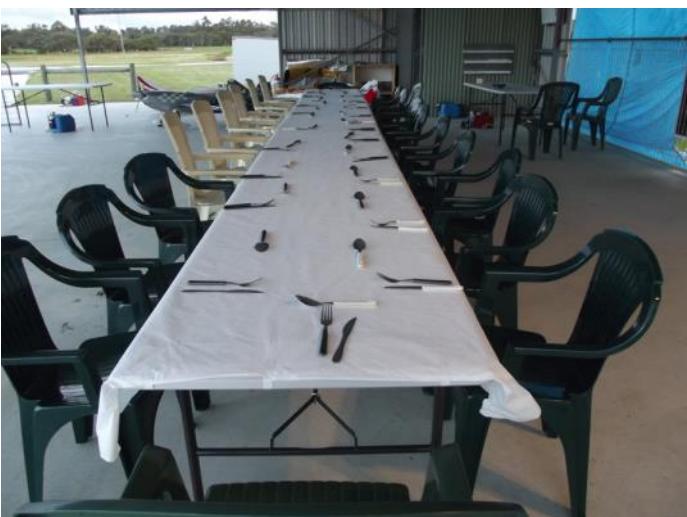


Oh yes, and there was the social side to the weekend which everyone also enjoyed.

It started during the afternoon when Trevor struck a light to the Webbers and it all improved from then on, the butts of beef x three were loaded in and several hours later they tempted the taste buds of those who attended the evening meal.



The pits were transformed into a restaurant as the tables and chairs were assembled where earlier in the day planes were assembled. It ended up being the pilots of the long table.



With pre dinner drinks behind us it was time to eat.



There was not a lot of discussion going on during the meal, except for George pictured here, due to the delightful food that had been served up by Trevor and Erica.

You know it is good when people go back for seconds.

But there were a few who knew about the large variety of sweets on offer so they sat talked and waited.



And the eating continued long into the night



There was plenty of action in the kitchen during the preparation stage and the clean up stage during the day and night there were no disputes witnessed at all, I am glad that Ramsey did not turn up as there was complete harmony throughout.



Danger !!

A large tiger snake has been seen inside the machinery shed so if anyone is entering that area please be vigilant and take precautions on where you place your feet as there are a lot of hiding places amongst the equipment.

A sign of the future, at a very young age they know what to do, at an old age we don't.



Eddie Meester has returned home after representing Australia at F3F Slope Racing World Championship in Denmark in October.

Maybe he did not achieve the outcome that he was hoping for but came home with a wealth of knowledge gained by competing with the best in the world in an ideal environment .

We have not been able to get a lot out of Ed since his return due mainly to the quite reserved type of guy he is but it is believed that mechanical failure and curing time of the glue paid a major factor in the results.



A few snaps of the venue where the event was held along with some of the competitors he competed against during the event which went over a four day period. He was there for around four weeks and whilst there he hired a motor home and drove around some of the country side prior to the event, he was impressed with what he seen particularly the motorways.



A “BIG” get well to Brady who has not had a good couple of months suffering from a mystery illness which he now appears to be getting on top of.

It has been frustrating for him as he missed the Scale Rally which is the first one he has missed, however, he did come out on the day and say hi to us, he had also been missing his bike rides but he has been back on the bike. Speedy recovery from all at SWARMS

MAAA Flying Doctor flying day was held at the field for the first time this year and those who attended enjoyed the flying and the sausage sizzle at lunch time. It was good to see the two jets out there, thank you to Scott and Ian.

Scott on taxi for a flight.



Ian comes into land after a successful flight and it was a good landing.



Ian's jet almost at the pits after another successful flight.



Dennis and Woody enjoyed their day at the event and the coffee wasn't too bad either, Woody seen here enjoying one he prepared earlier.



Three members Ray, Chris and Dennis showing a lot of interest in the jet display, both jets had several flights and were impressive as they circulated around the field on a perfect day for flying.



Left, is the RFDS plane on an outback gravel strip conducting one of its many flights to save lives, this service is provided over the entire state 24 hours a day so this fund raising event is certainly for a worthy cause.

The MAAA Royal Flying Doctor flyin was the first club activity since Roger Veen passed away so as a mark of respect the flag was flown at half mast and his much worn Bixler was placed under the flag for the duration of the event.



A sausage sizzle was conducted at lunch time and this was enjoyed by the members, all money raised on the day will go to the cause.



Brenda also attended the event and enjoyed herself along with the other members, seen here relaxing and enjoying a coffee. She wore a SWARMS shirt and jeans for the occasion, hair and make up were done by husband Dennis prior to her arrival.



A woman walks into a pharmacy and asks the pharmacist for some arsenic. He asks "What for?" She says, "I want to kill my husband." He says "Sorry, I can't do that." She then reaches into her handbag and pulls out a photo of her husband in bed with the pharmacist's wife and hands it to him. He says, "You didn't tell me you had a prescription..."

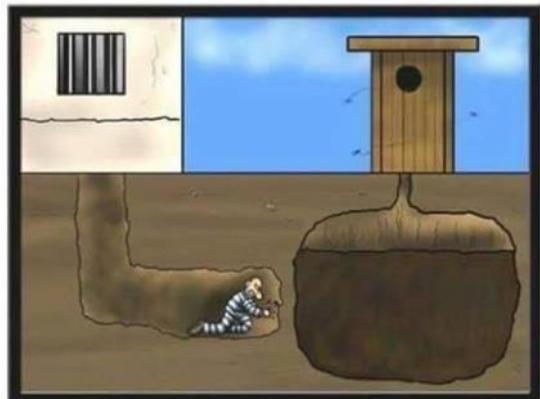
This is Troy's new slope sorer donated by an ex SWARMS member who found it sitting in the shed when moving house, it has since been electrified with folding prop and test flown recently. It is very docile to fly it has only rudder and elevator controls and it floats around the sky with ease. Almost tooooooo big to fit on this page.



This is Ron's new slope sorer which has also been fitted with an electric motor and folding prop foam balsa laminated wings and balsa fuselage.



FOR ALL, WHO MAY BE HAVING A BAD DAY..



It Can Always Be Worse.

How I learned to mind my own business:

I was walking past a mental hospital the other day and all the patients were shouting "13...13...13"

The fence was too high to look over but I saw a hole in the planks so I looked through to see what was going on.

Some idiot poked me in the eye with a stick, they then started shouting, "14...14...14."

A miserly old woman was always trying to find ways of saving money and came upon the idea of feeding her husband cheap dog food.

It took a few days for him to get used to it but when she insisted it was the best minced steak he had no reason to be suspicious.

Three months went by when one afternoon she received a phone call from the local hospital to say her husband had been brought in following an accident. She arrived at casualty 20 minutes later and asked the doctor on duty how he was and what had happened.

"Just a few broken bones, really. An odd accident though. It seems he was hit by a car when he suddenly sat down in the middle of the road and tried to lick his backside."

Paddy says to Mick - I'm ready for a holiday, only this year I'm going to do it a bit different.

Three years ago I went to Spain and Mary got pregnant, two years ago I went to Italy and Mary got pregnant, last year I went to Majorca and Mary got pregnant."

Mick asks - So what are you going to do this year?" Paddy replies, - I'll take her with me!"

Club news snippets.

The past week has seen more improvements in the field facilities with the painting of the posts around the pits pavilion and this will eventually lead to the painting of the complete building.

The out field was mowed last weekend with our neighboring farmer doing the work for free, during the week it will be raked bailed and removed from the area. They have again offered to cut the fire breaks this year, this gesture is greatly appreciated by the club.

Concern has been raised about the access to the facility keys in the club rooms, to prevent a possible fall whilst accessing these a key lock box has been ordered and will be bolted to the inside of the club rooms for easy access. The digital code will be the same as the gate access when fitted, members will be advised when this is operation.

The new/old tractor has been performing well and slashed the grass car park and out field prior to the Scale Rally with ease. It is very economical only problem is it does not have power steering so at the completion of a session in the field the arms seem to be much longer than when you commenced. This along with the Husqvarna ride on mower will keep the grass at bay for a long time to come.

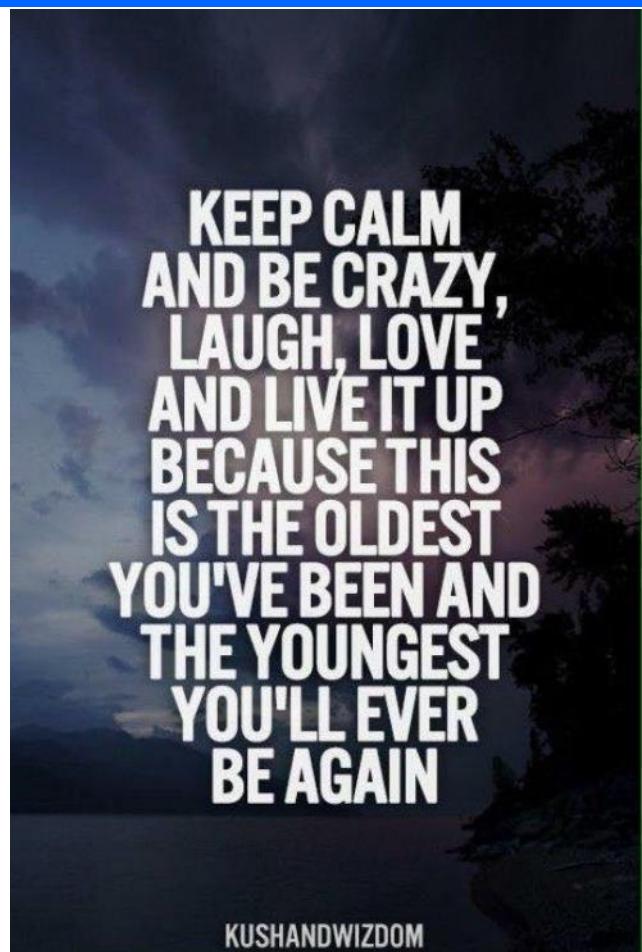
With the warmer weather finally here we can look forward to a few good flying weekends in the near future before the strong winds pickup a bit further into the year.

A discussion was held at the last meeting relating to the relocation of the wind sock out into the field so it would be easier to see when making a landing approach, further discussion have transpired since that meeting and it would appear that it may cause problems with obstructions. The wind sock has been in this location for a long time without problems so it looks like it will remain where it is unless there is some real justification for a move.

Another suggestion was to have it placed on the top of the pit pavilion so that the building did not cause a wind break when the wind came from the North and we would get a truer indication of the wind direction.

A reminder to members who use the facilities outside normal flying hours to ensure that all the buildings are locked prior to you vacating the field at the end of your flying.

This will maintain the security of the premises and make access by non members a little more difficult.

**FIVE UNDENIABLE FACTS**

- 1.** A wise person once said: 'We all love to spend money buying new clothes but we never realize that the best moments in life are enjoyed without clothes.'
 - 2.** Having a cold drink on a hot day with a few friends is nice, but having a hot friend on a cold night after a few drinks is PRICELESS.
 - 3.** Breaking News: Condoms don't guarantee safe sex anymore. A friend of mine was wearing one when he was shot dead by the woman's husband.
 - 4.** Arguing over a girl's bust size is like choosing between Fosters, Heineken, Carlsberg, & Budweiser. Men may state their preferences, but will grab whatever is available.
- AND**
- 5.** I haven't verified this on Google, but it sounds legit..... A recent study found that women who carry a little extra weight live longer than the men who mention it.

Tribute to Roger Veen

I first met Roger some fifteen years ago at the field quite by accident it was after he had an incident with a tree and I was the only one there at the time that was able to retrieve his plane. When I came back to the pits with what was left of the plane he thanked me and introduced himself.

I did not think at the time that this was going to be a regular thing for me to retrieve planes from trees or paddock adjacent to the flying field as a result most of the time put down to pilot error, however, he fronted up the next week with a repaired plane only to do the same thing again.

After a few months of this I said to Roger that I could help him with his flying but he would need to change his flying method from mode 2 to mode 1 so I could help him via the buddy lead link. Back then it was not possible to run the buddy system with a mode 1 and 2 set up. He agreed and the training began also some nervous flight time for me.

Roger had flown in Carnarvon many years ago but he had a tendency to fly too far away from himself and become disoriented and not know what the plane was doing so it would just fly away from him out of sight or into a tree. He would bring a variety of plane to the field for me to fly and trim and with most of these gravity would take over hence the need for repairs prior to flying again.

There was one plane that he had acquired form a fellow member that he requested I test fly for him so after requesting a clear flight line for the flight I waited for the sky to be clear of models. Test flight should only take a few minutes, however, on this occasion it took much longer. After the normal trims had been set and the plane was flying straight and level I proceeded to reduce throttle for a landing, this did to reduce the planes speed as the throttle was stuck wide open.

Over the next 20 minutes I flew this plane around the sky waiting for it to run out of fuel and go dead-stick so I could bring it in, during this time Roger was standing next to me saying bring it in just crash it as we are holding the other members from flying.

When I landed we checked out the throttle and found that the servo was jammed I asked Roger was it a new servo he put in and he said ,no, it was one I had from Carnarvon which is about 40 years old. I suppose this proves that servos do not last for ever.

It was obvious that Roger was not improving his flying as a result of his change of radio mode and he decided to do back to mode 2. Then a revolution in models came to the world with the introduction of the electric "BIXLER" Roger seen this as a perfect way to once again enjoy his flying.

I think from that day the Bixler company went ahead in leaps and bounds and I lost count of the number of Bixlers Roger purchased, his favorite saying when he had a crash with one of these planes was "ah I have another one in the car" he would get it out set it up only for it to end up the same fate as the first one.

Roger lived for Sunday mornings to be able to drive to the field have a fly, a coffee, a pie and then return home to repair him planes ready to do it all again next week.

The weekend of the Royal Flying Doctor fund raiser flying was the first flying day since Roger passed away, I set the flag at half mast and placed his Bixler at the base of the flag pole standing on it's nose as a mark of respect. I did hear a couple of comments about the plane and it's position quoting that the plane had been seen at the field in that position a lot of times. (nose down on the ground)

During the day I was on the flight line flying my Bixler and was having a conversation about the number of times Roger had flown into a tree, I did not believe in "Karma" , however, during that flight I put my Bixler into a tree but no where as dramatically as Roger used to do it



Safety in the pit area

Now let's address the matter of being safe in the pits. While most of these rules may seem to be nothing more than common sense, you'd be surprised at the number of pilots who break these rules.

Hold on to your plane whenever the engine is running - NEVER, repeat NEVER let go of an airplane with its engine running until it is on the flight line and ready for taxi out. Always keep it under complete control.

Always treat an airplane with the engine running as if the radio is going to fail at any moment. We highly recommend the use of hold-down devices that ensure that the airplane cannot move until the flyer is ready to carry it out to the flight line.

NEVER taxi in the pit area - Along the same lines, when you are ready to bring your airplane out to the flight line, carry it out. NEVER taxi out to the flight line! In the same manner, after landing, carry your airplane back to the pit area.

Never stand in line with the propeller of a running engine. A propeller rotating at 10,000 to 20,000 RPM carries a great deal of centrifugal force.

The most dangerous position to be in near a running engine is directly in line with the prop. A piece of dirt attached to the prop during a hard landing will usually be thrown from the prop. Or, if the propeller is fractured in any way, an injury could occur if the propeller shatters. Once the engine is started, ALWAYS stand behind the airplane.

Make needle valve adjustments from behind the airplane - Once your engine is running, if adjustments must be made to the needle valve, be sure to get yourself into a convenient and safe position from which to make the adjustments.

If you are behind the airplane, you can easily hang on to it with one hand while you adjust the needle valve with the other.

Use a glove, chicken stick, or electric starter - Especially for beginners just getting started with RC, until you really get to know your engine, exercise extra caution when starting your engine. A flooded engine can really bite you if you use your bare finger to start it.

No breaking in new engines in the pits - As a courtesy to other flyers, NEVER break in an engine in the pit area. If you must do it at the flying field, move down to the end of the pits (just South of the out houses). From there, the noise in the pit area won't be excessive.

Safety in the air

These rules all apply from the time you enter the flight line until the time you carry your airplane back to the pit area.

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.

These basic rules are compiled to ensure the safety of all pilots whilst enjoying the sport, short cuts have consequences so it is advisable to ensure that we comply with these rule whilst preparing for a flight or whilst flying around the field.

"Be alert and don't get hurt."

Catch you when we fly into the next edition.

