



## *Propwash*

*November 2017*

### *From the President*



A lot has happened in and around the field since the last edition of the Propwash, the MAAA, RFDS have a go day was run in conjunction with the Roger Veen memorial day and what a great success this event was.

The Veen family provided morning tea and our own resident chiefs Erica and Trevor provided their renowned beef gravy rolls for lunch to the delight of those who attended, the weather was kind to us and there was a large crowd in attendance.

The aim was to fly the planes from Rogers hanger that had been restored or the partially built planes completed and to fly them all, 8 in total, on this day as a tribute to Roger on the anniversary of his passing. As the day progressed all of the planes were taken up to give the family a chance to see what he had accumulated over a period of time and the fact that they were still air worthy. Thank you to Troy and Dennis for nominating me to conduct all the flights, no real pressure.

The only disappointment was the Cub which had been restored by Dennis on a couple of occasions fell fowl to dead stick syndrome and was landed in the paddock at the southern end of the field with the long grass removing the undercarriage along with part of the fuselage, however, I am lead to believe it is going back together nicely again in preparation for yet another flight.

The usual practice applied for the RFDS day with pilots purchasing a badge for \$5 to support the cause and on the day we has a number of donation from the many visitor which took the total raised for this event up to \$220.00 which has since been passed onto MAAA, thank you to all who attended.

After a lot of wheeling and dealing a price for the synthetic turf for the runway surface upgrade was agreed to and plans were put in place to remove the rolls from the Capel Bowls club to the field on Tuesday 24th October. A truck was hired from Thrifty and a second Bobcat was obtained to be stationed at the field to unload the truck once we delivered the turf and to roll it out onto existing runway surface.

I was able to negotiate with the contractor to have the rolls loaded onto the truck, 22 in total, with their Bobcat at the Bowls Club which was a considerable saving for us. During the day three loads of the turf were transported to the field and placed onto the end of the runways and unrolled with the bucket of the Bobcat, each roll weighed approximately 700 Kg.

Late in the afternoon it was decided to call it quits for the day and arrangements were made to come back on Friday to move the sections into place with the tractor ready for gluing, however, this turned out to be a bad choice as we received a lot of rain on the Thursday which made all the sand contained in the turf very wet and heavy and it was almost impossible to move the sections around so we ceased work until the sand dried out.

We recommenced the task on Tuesday (yes Melbourne Cup Day) and things had certainly improved dramatically with the sand drying out sufficiently for us to be able to move the 10 metre long sections

on the North / South runway into position in preparation for securing together with the glue.

On Saturday approximately 80% of the gluing of the cross sections and centre section on the North / South runway was completed, Sunday was also very productive as it was a bit windy for flying and the wind was an easterly across the only runway that could be used so we did get some more work done on the East / West strip

We removed the existing belting on the western end of the East / West runway and pulled it down to extend that runway by approximately 30 metres so it is around 130 metres long now and secured it in place, where this joins the north / south runway cross over the turf has been put in place ready for the final cut and twig to be done prior to gluing.

The turf sections on the eastern end, 8 pieces in total, were then moved into place and aligned ready for gluing during a busy bee conducted on Sunday 12th November, again too windy to fly. Over the next couple of weeks the gluing of all the joints will be completed, however, the runways can be used now with a little bit of care.

It is all progressing well we are getting closer to the final touches required to complete the project and this in turn will give us a good runway surface for some time to come. During my discussions with the President of the Bowls Club he indicated that the second green could be up for change out in two years so this may be another option for someone.

The outfield grass has been cut raked and bailed with the hay bales positioned around the field, this can be a bit hazardous when landing but with some pilots having difficulty hitting the runway I am not all that confident that these bales will be hit by any flying planes.

Good to see a few new members taking up the sport, a welcome to David Shearer, Keith Merry and Nelson Aguilar' we hope you enjoy both the club environment and the activities associated with the joys of flying (with your feet firmly on the ground)

**General meeting scheduled for 26th November 10am at the field, come along and have a say in how your club is run.**

I believe that a picture speaks a thousand words, enjoy the pictures in this edition.

**Morning tea time formalities.**



**Roger Jnr and wife Margo with the planes to be flown on the day.**



**Good turn out of SWARMS Members on the day.**

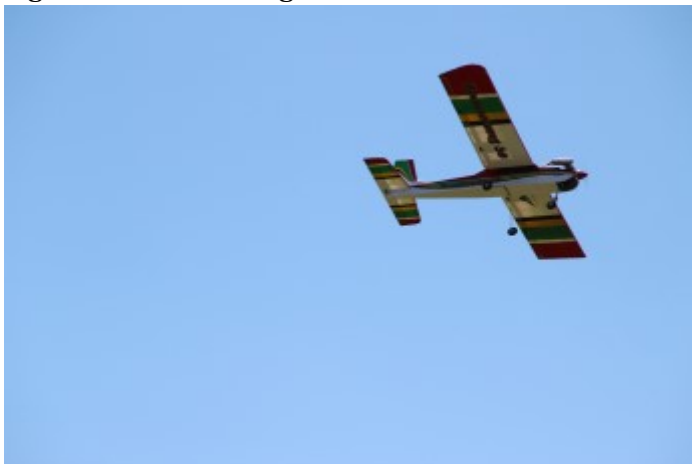


The majority of photos within this edition were taken by Roger Veen Jnr during the activities at the tribute day to his Dad. Thank you for your contribution to this day, if members would like copies of any of these or any other photos relating to this event please discuss with me as I have a thumb drive that Roger gave to me with numerous photos on it.

*The Club Trainer being started for the first flight of the day*



*Fly by with clear blue sky background which highlights the Boomerang.*



*Some of the visitor who enjoyed the day out at the field.*



♥ Take care ♥

Please take special care of yourself and avoid injuries because spare parts for old models are no longer in stock !

As most of us are made in 40's; 50's; 60's & 70's models ... warranty period was long over & expiry date is due soon ... caution is better. Keep reminding yourselves - **we are limited edition.**

09:17

*Three of the planes from Rogers hanger in the background that were flown on the day.*



*The pits were a busy place to be on the day with pre flight checks and minor adjustments taking place as it does.*



*Busy flight line early in the day, standing room only. Ray, Ron and Adrian.*



*At one of her Sunday school sessions, Susie was called on by the teacher.*

*“Now, Susie, tell me the truth: do you say your prayers before eating like you’ve been taught?”*

*“Of course not,” says Susie. “My mum’s a better cook than you.”*

*Then it was the "Cub's" turn for a fly. RV 28016.*



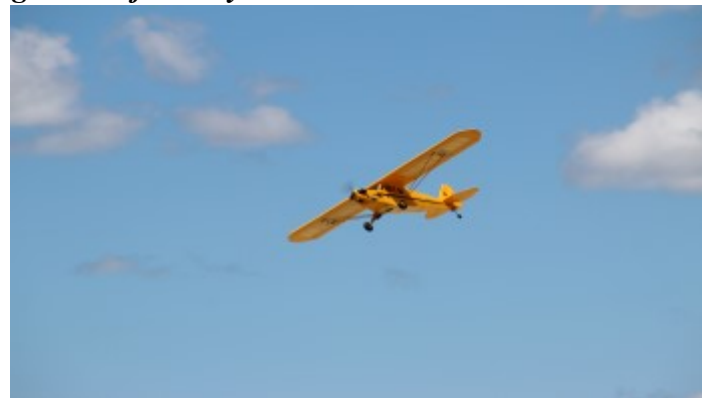
*Low Pass executed.*



*All good on the flight line.*



*Fly by and looking good against the blue background of the sky.*



*Oop's that dreaded down wind dead stick event.*



*Final adjustments made in the pits.*



*Motor started and tuned.*



*Dennis did not want to get the wheels dirty.*



*Some of the visitors who enjoyed the day out, even the family dog enjoyed it.*



*The Phoenix 2000 electric glider off for a fly.*



*Low glide by without motor power*



*We also had some fashions on the field.*



*The elderly states persons of the club were also present enjoying he day out. (Not you Scott)*



*Nothing like a "Beef Gravy" roll to stop the proceedings ! Members enjoying a nice lunch.*



### Interesting reading about “DRONE” regulations

The increasing business opportunities to use drones or Remote Piloted Aircrafts System [RPAS] as they're also known, has meant more people are investing in the technology and having a go at flying – many for the first time.

This spike in popularity has left many RPAS operators liable and exposed to risks including damage to people and property.

RPAS crash rates are currently doubling every year at 21 per cent CAGR [compound annual growth rate] based on QBE's claims data, according to QBE Aviation National Manager, Julian Fraser.

“While the legal requirements around RPAS have recently been relaxed, QBE is committed to championing best practice and good airmanship,” he said.

He shared insight into the most common reasons for RPAS accidents.

#### ***Poor flight planning***

People need to improve their situational awareness before operating RPAS, according to Fraser.

“We get a lot of accidents where people simply rock up to the job, pull out the RPAS and fly it, before thinking about factors such as weather conditions, if the drone they're operating is fit for purpose, or if they have the correct payload onboard,” he said.

Many operators will also claim a RPAS accident was because of a technical failure, Fraser added.

“But usually the engine fails because the operator didn't do a pre-flight assessment of the engine or system as a whole. It could have grass or dirt in the engine and RPAS typically have brushless motors so they can fail quite rapidly.”

#### ***Battery failures***

Fraser said battery failures in RPAS can be a common cause of accidents – primarily because many operators don't understand how to properly charge the batteries.

“People are pushing the unit to its nth degree,” he explained. Battery failures can occur from a repetition of recharging, dissipating and recharging in what is called cycles.

Once people reach roughly 300 cycles, Fraser said he encourages them to purchase a new battery as they've reached the end of their usable life.

“However, we have a lot of SME clients who can't afford to buy a new battery readily like that because they could be \$350 and many businesses may not have the forethought to set that money aside every single flight to save up,” he explained.

“Every dollar counts and when it comes to buying a battery with a lifespan of 10 to 15 years, businesses can be looking at costs of up to \$3000.”

#### ***Wildlife hazard***

“Though bird attacks are one which is shown often in mainstream media, it isn't as prevalent as you would think,” Fraser said.

“They happen perhaps two or three times a month, but most of the time, bird attacks or bird traffic are a result of poor situational awareness, which comes back to the important role of flight planning.”

Taking the time to look around and check to see if there are any swooping magpies is key to avoid an accident, Fraser added.

#### ***Regulation is often misunderstood***

“The Civil Aviation Safety Authority [CASA] has strict regulations governing the use of RPAS, so customers need to be acutely aware of their responsibilities to ensure they operate in a way that provides legal liability,” Fraser explained.

“Under the regulations, an RPAS is defined as an aircraft which can impose strict liability risk under the Damage by Aircraft Act.

“People need to know that an RPAS used for commercial purposes – even where the usage does not generate income – will be subject to CASA regulations.”

*Scott with his new Drone taking advantage of the good weather to take a few photos of the field and the activities.*



*Roger and Margo Veen enjoyed the day and appreciated the respect shown to Roger with this tribute day and the display and flights of his models.*



*When the pope died, he arrived at the Pearly Gates at the same time as a lawyer. Both were ushered in to see Saint Peter. He gave the lawyer a huge mansion with a swimming pool and all the latest amenities.*

*The pope, meanwhile, had to share a room with someone and was given few luxuries.*

*“I do not understand,” the pope said. “All my life I have been a holy man. Am I not to be rewarded for this?”*

*“Sorry,” said Saint Peter. “It’s just that we’ve got heaps of popes around here, and that’s the first lawyer I’ve ever seen make it to the Gates.”*

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*During a tough court session, a female witness was having trouble describing the particulars of her sexual harassment case. She didn’t want to repeat out loud what the accused had said to her.*

*“Why don’t you write it down?” the judge suggested.*

*The woman agreed and passed over the note, which read, “Get your pants off and have a drink with me tonight.”*

*The judge read it and passed it on to the jury. It was passed along the line until Malcolm tried to hand it to the woman next to him—a lady in her late eighties who had started to doze off.*

*Malcolm nudged the woman, who woke with a start. He handed her the note, and she read it with raised eyebrows. Then she gave Malcolm a wink and slipped the note into her handbag.*

%%%%%%%%%

If any one knows of a commercial market to sell these flowers I would be very interested to discuss it with you. Only hours after mowing these down they start to reappear again there seems to be a never ending supply of these at the field. There is only one member who is happy with them being there and that is because of the colour, yellow and black, and for no other reason.



The tractor has just been serviced thanks' to Steve Green, over the past couple of week it has been invaluable with the need to drag the Synthetic Turf around the field into position, Since we purchased this unit it has done a lot of work around the field with the slasher working to full capacity.



The construction of this old-timer was completed by Troy and it is very docile in the sky.

*It is good when you have the right cameras gear, the entire flight from start-up to landing in sequence. Thank you Roger Jnr.*

*Motor start and tune.*



*Final checks prior to take off.*



*Clear for take off, tailwheel lifts off runway surface.*



*Lift off. Up and away.*



*Right bank after take off.*



*Low pass.*



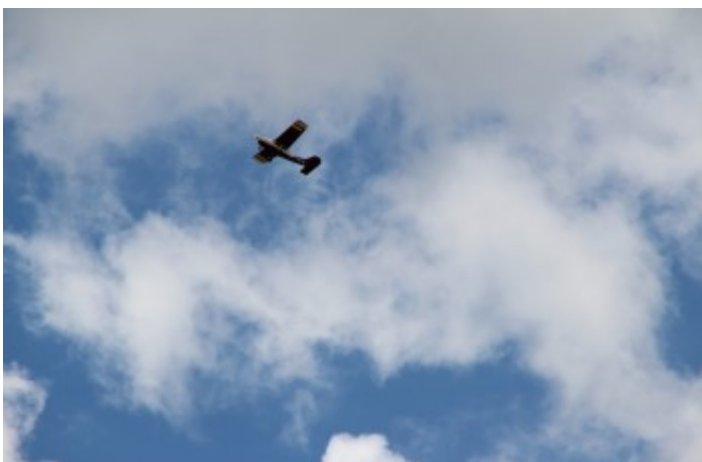
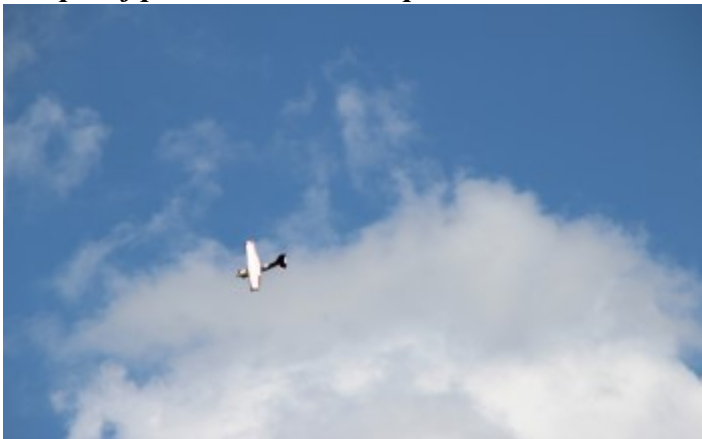
*Landing approach.*



This Cessna was the oldest plane in the collection and took a bit to get the motor freed up and running, it is fitted with a Super Tiger 60 and after a bit of TLC it now runs very smoothly. The plane is of heavy construction but fly's very well.



*Couple of passes down the strip*



*Neil was living in a nursing home, and he decided to give the ladies a bit of a surprise so he stripped off his clothes and ran naked up and down the halls.*

*“What was that?” said one lady, as Neil rounded the corner.*

*“Not sure,” said the other. “But whatever it was, it definitely needed ironing.”*

*Looking pretty intense here on the flight line*



*And landed, on touch down the plane appeared to have been fitted with brakes as it came to a stop over a very short distance, when inspected the nose wheel had turned around 90deg sideways acting as a brake that was very effective,*



*Difficult to taxi with ineffective nose wheel.*



**Members**

*Please keep in mind that this is your “News Letter” if you have any articles or photos you would like to share please email them to me or hand items to me personally for inclusion.*

*[ronwaller@bigpond.com](mailto:ronwaller@bigpond.com)*

*Another model finished off by Troy, few minor adjustments prior to take off. Another flight in sequence.*



*All clear for take off.*



*Lift off.*



*Low pass.*



*On final approach for landing.*



*And touch down.*



**Bull Creek Aviation Museum**

These two planes were built by Roger Veen but had never been flown, they were proudly on display in his living room and had been for many years. When I was asked what I would recommend happen to them after he passed away I made some enquiries at the Bull Creek Aviation Museum to see if they would be interested in putting them on display alongside the full size DC 3 and Tiger Moth that they already have on display in the museum.

After much consulting with the museum committee and the Veen family it was agreed to transport them to Perth and put them on display for the general public to appreciate. When you are next in the area and have not yet visited the museum it certainly is worth the time to browse through they have a wide selection on display.

*The scale DC 3 ready for it's journey to Perth Aviation museum*



*The real size DC 3 that it will be located alongside in the Museum*



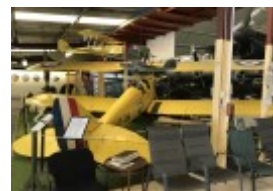
A woman walked in to the hospital.  
 "Quickly! I need to see an outern!" she said.  
 The nurse was confused. "You mean an intern?"  
 "Have it your way," said the woman, "but I need a contamination."  
 "An examination?"  
 "Yes, quickly!" the woman said, clutching her stomach. "I want to go to the fraternity ward."  
 "Surely you mean the maternity ward," said the nurse.

"WHATEVER," the woman shouted. "Outern, intern; contamination, examination; fraternity, maternity. All I know is that I haven't demonstrated for nine months so I must be stagnant."

*The scale Tiger Moth prepared for it's trip to Perth Aviation museum.*



*The full size Tiger Moth which is located within the museum where it will be positioned.*



*The synthetic Turf runway surface upgrade transport, delivery laying and alignment in preparation for gluing.*

*Our hire truck being loaded with the rolls of turf at the Bowls Club.*



*Final twiggung of the joins prior to gluing*



*Unloading and rolling turf onto existing matting.*



*Getting the rolled out turf into position.*



*Aligning the edges little by little to ensure no gaps.*



*Looking good !!*

*Ready for the glue.*

*The gaps in the joins are not conspicuous when glued.*

*The sand will not be visible when completed just a nice green surface to manoeuvre around on.*



*A 7 year old & a four year old are in their bedroom.  
"You know What" says the 7 year old.*

*"I think it is time we started swearing so when we go down stairs for breakfast I'll swear first and then you"*

*"Ok" says the 4 year old.*

*Mum asks the 7 year old what he wants for breakfast. "I will have Coco Pops, bitch"*

*WHACK, he flew out of the chair crying his eyes out.*

*Mum looked at the 4 year old and said sternly, "and what do you want?"*

*"Dunno but it won't be f#@~ing Coco Pops"*



*A circus owner runs an advert for a lion tamer wanted and two people show up. One is a retired golfer in his late-60s and the other is a drop-dead, gorgeous brunette with a killer body in her mid-20s. The circus owner tells them,*

*"I'm not going to sugar coat it. This is one ferocious lion. He ate my last tamer so you two had better be good or you're history". "Here's your equipment: a chair, a whip and a gun. Who wants to try out first?"*

*The gorgeous brunette says, "I'll go first".*

*She walks past the chair, the whip and the gun and steps right into the lion's cage.*

*The lion starts to snarl and pant and begins to charge her. As he gets close, the gorgeous brunette throws open her coat revealing her beautiful, perfect naked body.*

*The lion stops dead in his tracks, sheepishly crawls up to her and starts licking her feet and ankles. He continues to lick and kiss her body for several minutes, then lays down and rests his head at her feet.*

*The circus owner's jaw is on the floor! He says, "That's amazing! I've never seen anything like that in my life!"*

*He then turns to the retired golfer and asks, "Can you top that?"*

*The tough old golfer replies, "Possibly...but you've got to get that lion out of there first"*



The dreaded fire season is fast approaching so we need to do all that is necessary to ensure we are safe from the event of an outbreak, keep fuel levels around the property to a minimum and have a fire plan in the event of the worst case scenario occurring.

***When in doubt, get out.***



***Help keep these planes on the ground this season.***



It is also getting very close to the festive season I hope that you have all been good through out the year and that Santa recognises this with a "BIG" box under the tree for you.

Merry Christmas (not sure if I am aloud to write that these days) and a Happy New Year to all members and families hope it is a safe one for all concerned.



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

