



Propwash

January 2018

From the President



With the festive season now behind us I trust that everyone had an enjoyable time with family and friends and looking forward to a bigger brighter 2018.

They always say that time fly's when you are having fun, not sure about the having fun bit but time is certainly flying. We have reached the end of another calendar year for the flying club and like all previous years there has been some challenges along the way with some good flying days.

The main club event ie: September Funflyin was a washout with unseasonal weather causing a cancellation of the event, there were a couple of pilots who turned up, however, their flying time was some what restricted by the weather.

We supported the MAAA RFDS have a go day again this year and this year the event was run in conjunction with a tribute day to an ex member in Roger Veen, all of his planes that had been refurbished or completed were flown on that day as a mark of respect and the day was well attended with several of his family and friends enjoying the day out.

Work has continued on the upgrade of the flying facilities at the field with the main focus being on the Synthetic Turf placement on the runway surfaces. This has extended the life of the runways extensively into the future over coming the concerns we had about the deteriorating condition of the existing matting.

A Heli pad has been constructed for the helicopter pilots in the club giving them a safer area to fly their machines out of the flight path of the planes.

The Christmas lunch was an enjoyable social event for those who attended with the day being un flyable due to very strong winds it made available a good social environment for members to interact with each other with a few stories being shared around the group.

Not sure if any member is into New Year Resolutions but I have one for each of you, **I will give Ron an article for the Propwash in 2018 !!**

It can be a story, a photo, a personal experience, (preferably relating to Model flying) a for sale, a wanted to buy, details relating to a building experience, tips on building and the list goes on.

This is your news letter so here is an opportunity to contribute in a positive way and share it with the members, you can tell me at the field so I can jot it down or email me at ronwaller@bigpond.com.

Come on Ausi come on, will you be singing this Australia Day ??

Australia Day celebrations



What are your Australia Day celebration plans ??

There has been a few discussions around the pits as to how we can create a few challenges for the members, one is to land on the new synthetic turf runways and another could be to anchor this aircraft carrier off Peppermint Grove Beach and see how many can actually use the deck to land on, could be a bit of fun. Troy you might just make this one.



A recent Google Maps areal view of the field just after the synthetic turf was laid out on the runways, the sand had come to the surface during transport and at the time of the photo was taken it had not been swept back into the turf. It looks quiet impressive with the hay also being cut and bailed ready for transport from the field.



A mother and father take their 6-year old son to a family nude beach...

As the boy walks along the sand, he notices that many of the women have boobs bigger than his mother's, so he goes back to ask her why.

She tells her son, 'The bigger they are, the sillier the lady is.'

The boy, pleased with the answer, goes to play in the ocean but returns to tell his mother that many of the men have larger things than his dad does.

She replies, 'The bigger they are, the dumber the man

Again satisfied with her answer, the boy goes back to the ocean to play

Shortly thereafter, the boy returns and promptly tells his mother:

'Daddy is talking to the silliest lady on the beach, and the longer he talks, the dumber he gets.'

**LIFE IS TOO SHORT
TO BE SERIOUS ALL
THE TIME.
SO, IF YOU CAN'T
LAUGH AT YOURSELF,
CALL ME...I'LL
LAUGH AT YOU.**

If Santa did not make it to your house Christmas Eve it may well have been due to his accident when crossing the coast over Esperance wind farm and not that you had been naughty during the year.



Troy has had this Bi-plane sitting in his shed for some time which was passed onto him by an ex member but has had very little flight time due to motor problems. It is fitted with a 10cc Chinese motor which failed to continually run effectively at full revs so the flights it did have were of a short duration.

As you do when you have problems just sit it to one side and maybe you will get back to it one day to sort it out, this was not the case here, he gave it to me to check out. After a few hours going through a process of elimination and correcting a few faults that were identified I fired it up and it leapt into life.

It was not practical to run it at full revs at home due the neighbour's just arriving home with a new born child so being the considerate me I felt it better if the final tune was done at the field so it was loaded up ready for a Sunday outing.



After a battery charge it was placed on the start line and the final high tune conducted, after minor adjustments it was ready for a test flight. Normal procedures were followed by Troy he handed me the radio and proceeded to assist with the plane onto the runway the winds were reasonably gusty at the time.

Full throttle down the centre of the strip and the plane was airborne after a very short distance, the motor continued to hum and proved to have more than enough power for the model. After the normal couple of clicks on the trim tabs she was flying like it was on rails although a bit sensitive on the ailerons.

A few low passes for some photos and it was in to the strong wind for a perfect landing, Troy actually had a smile on his face as we progressed back to the pits after a very successful flight. I am sure he will get his thumbs on the sticks next flight.

The plane in full flight gracing the sky's over the field.



The club Christmas function was held Sunday 17th Dec and was enjoyed by those who attended. Thank you to Trevor and Erica for giving it a bit of Christmas spirit with the decorations.



There was no room for discussions once the food was served and all came back for seconds which said a lot for the quality of the food.



Ian had only one thing on his mind or was it in his hand at lunch time.



No discussion going on here either as Ray and Dennis devour their meal.



Troy looks a little surprised with what is happening and Ian looks a bit concerned about Troy's reaction.



The members of the rotary wing division of the club Chris and Nelson are dining alfresco style sharing lunch with the 100 klm winds that were buffeting the field at the time.



The succulent beef was professionally prepared and seasoned for the special day.



Or was it the way the cook presented it, either way it was most enjoyable.



The day was certainly not about flying planes as there were very strong wind gust buffeting the field all morning, mid morning a decision was made to get the kite out and see how it faired in the strong winds. Other members chose to sit and watch YouTube videos on Chris's phone, which I am sure were of model planes flying prior to the luncheon.



Ray, Troy Dennis and myself chose to give the kite a go and at the end of the flying session Ray and Troy had achieved their Bronze wings on the kite, however, Dennis will require another session or two.



The kite visible high in the sky over the field during the very blustery conditions that were experienced during the mornings flying.



One night, Lucy got home to find that her husband had seen a cardiologist during the day.

“What did you need to see a cardiologist for?” she asked.

“When I took the cat to the vet, my chest got tight and I had trouble breathing. Then my left arm started to ache,” he said.

“That’s horrible!” said Lucy. “How was the cat?”

A reflection on the SWARMS facilities then and now. We soon forget what we had in the past compared to what we currently have, here is some comparisons mainly for the newer members.

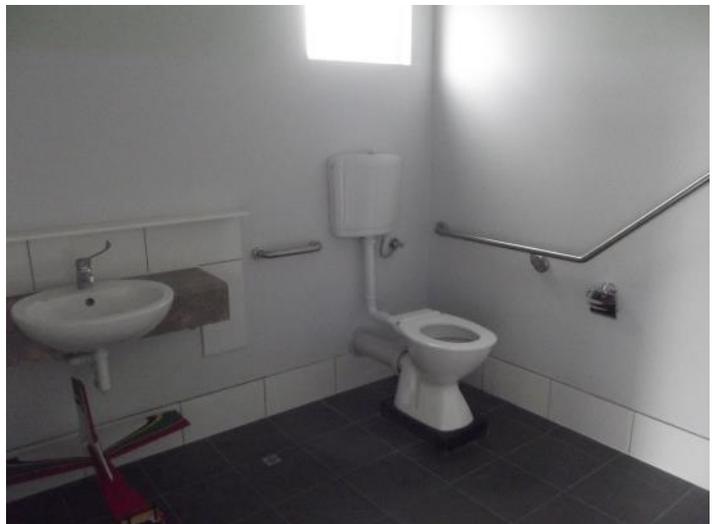
The pits as they were.



Those famous "His & Her's toilets"



The new Female / Disabled toilet interior.



New Male toilet interior.



The matting surface when it was in good condition prior to it deteriorating causing slips, trips and falls



The husband was having a discussion with his wife and very discretely said.

"Dear if I agree with you we will both be wrong"

Then the fight started.

Toilet extension exterior construction.



New pit pavilion, concrete floor and apron.



Pit area cleared in preparation for the new structure.



Synthetic turf surface upgrade for runways



Pad levelled off ready for the concrete pit flooring to be laid, no more trips, slips and falls here after this.



The sun sets on another good day at the field.



Surface matting on taxiways that were upgraded to concrete.

North / South taxiway



East / West taxiway



New concrete surface North/ South taxiway



New concrete surface East / West taxiway



With the runway synthetic grass surface upgrade in it's completion stages it is obvious Troy has been thinking outside the box and on Sunday 10th Dec turned up at the field with some bowling balls.

When questioned about his intentions he indicated that it was too windy to fly this morning and as the new runway was an ex bowling green surface it was time to utilize it to it's fullest and challenged Dennis to a game of bowls.

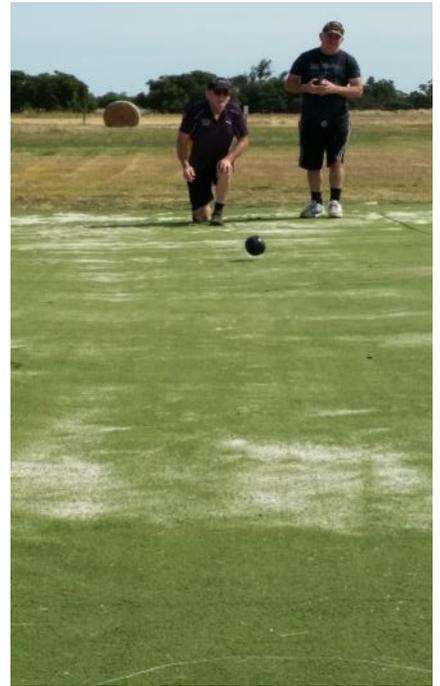
One thing that he omitted to obtain was a "Jack" so a cup of gravel was used in place for the short term which had the potential to turn out to be an issue. Luckily it was only hit once during the game and it was my job to pick up all the gravel pieces.



Troy seen here intensely checking the bias on the ball to ensure it would roll in the right direction. As you can see the "Jack" or cup of gravel was not in the picture which could give an indication of the quality of the bowlers.



Dennis seen here in perfect position to release the ball, however, after several of these types of actions he was severely effected with his movements over the next couple of day. Not used to getting down on his knees anymore.



With the last end of the competition in progress Troy was still trying to work out which side the bias on the ball should be facing, however, it was all to no avail.

Louise walked in to church one day in a see-through blouse and the priest stopped her from going any further.

"You can't come into church like that," he said.

"Yes, I can," said Louise. "I have a divine right."

"You have a divine left as well, my dear," said the priest. "But you still can't come in without a hat."

There was a man who worked for the post office whose job it was to process all the mail that had illegible addresses.

One day, a letter came addressed, in shaky handwriting, to God, with no actual address. He thought he should open it to see what it was about.

The letter read:

Dear God,

I am an 83-year-old widow, living on a very small pension. Yesterday someone stole my purse. It had \$100 in it, which was all the money I had until my next pension check.

Next Sunday is Christmas and two of my old friends are coming over for dinner. Without that money, I have nothing to buy food with. I have no family to turn to, and you are my only hope.

Can you please help me?

Sincerely,

Edna”

Touched, the postal worker showed the letter to all the other workers.

Each one dug into his or her wallet and came up with a few dollars.

By the time he made the rounds, he had collected \$96, which he put into an envelope and sent to the woman.

The rest of the day, all the workers felt a warm glow thinking of Edna and the dinner she would be able to share with her friends.

Christmas came and went.

A few days later, another letter came from the same old lady addressed to God.

All the workers gathered around while the letter was opened.

It read:

Dear God,

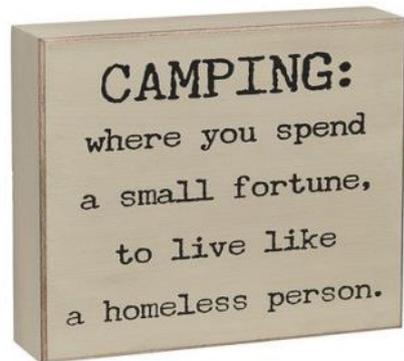
How can I ever thank you enough for what you did for me? Because of your gift of love, I was able to fix a glorious dinner for my friends. We had a very nice evening and I told my friends of your wonderful gift. By the way, there were \$4 missing.

I think it must have been those bastards at the post office.”

This recently came up on Facebook and yes I was able to read it with out any problems, can you without turning the page around.

Like and share if you can read this!

backwards and upside down!
awesome talent! This is both
you are twisted! And have an
If you can read this with ease



Times have changed !

Remember when people had diaries and got mad when someone read them? Now they put everything online and get mad when people don't.



laughingcolours.com

BEFORE MARRIAGE



He: Ah... At last. I can Hardly wait...!
She: Do you want me to leave...?
He: No...! Don't even think about it.
She: Do you love me...?
He: Of course...! Always have and always will.
She: Have you ever cheated on me...?
He: No...! Why are you asking...?
She: Will you kiss me...?
He: Every chance I get.
She: Will you hit me...?
He: Hell No...! Are you crazy...?
She: Can I trust you...?
He: Yes...
She: Darling...



AFTER MARRIAGE

(Read from Bottom back to the Top)

The security cameras at the field are activated via any motion detected on the sensor and we have has a few over the past months. This image was in the clubrooms at 23.55pm something has landed on the camera producing this image. What is it ?

26/12/2017 23:55:42
CLUB-ROOM



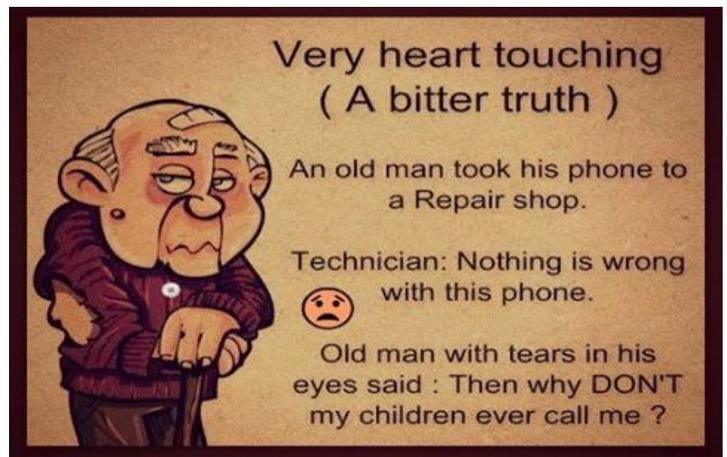
One of our newer members Bill Darnell has been spending a bit more time on the sticks training over the festive season whilst he is home on leave. Progress has been good whilst flying circuits and general flying, however, like all new pilots things seem to be a bit different when the ground gets closer to the plane on landing.

Everyone has been through it and hopefully it will get better as time progresses the model shop in fast running out of 11X7 props and my time in the workshop has increased dramatically over this period of time.

This is his new foam electric E-flight Cessna that he will progress onto when he goes solo. Keep walking up to it Bill and "Flare, Flare, Flare"



New Gate sign for the field.



Two Irishmen were waiting at the bus stop when a truck went past loaded up with rolls of turf.

Jimmy said, "I'm gonna do dat when I win da lottery."

"What's dat den?" asks Mikey.

"Send me lawn away to be mowed."

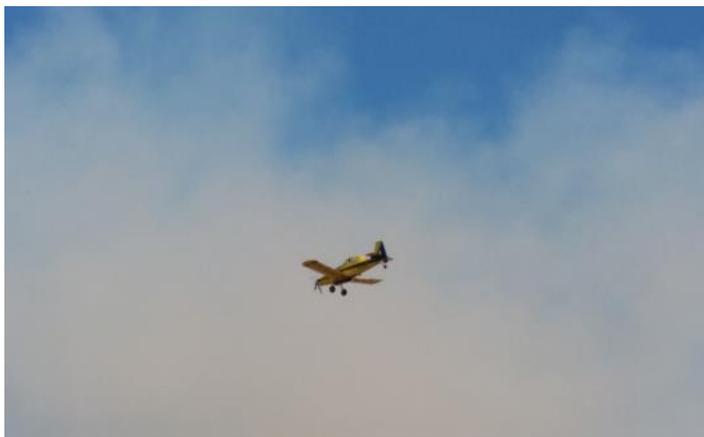


In the last edition of the Propwash I referred to it being the fire season and why we should keep these planes out of the air this year only to experience them in action over Glen Iris a couple of days later and I sat for sometime admiring the skills of the pilots involved.

Flying a low pass over the fire assessing best angle of attack.



Wings level flying low into the fire / smoke area to determine location for the water drop



On final approach now in preparation for water drop on the fire front.



And it's "Bombs" away right on target yet again, they continues this method of attack for about 45 minutes and came out winners.



Hot strong winds make it difficult to contain bush-fires once they start putting lives and property at risk, report smoke activity early.



I seen a recent video clip in relation to Parachutist being dropped from a model plane and coming in to perform a perfect landing on the runway, I was impressed by what I saw and how life like and accurate the precision drop was.

As the chute descended the figure hanging below the chute was actually in full control of where it was going to land by pulling the strings just like a person who had been dropped from a real plane.

I was intrigued by what I saw so did a bit of research via “Google” as you do and found this type of activity is a competitive sport overseas with the units radio controlled which explains why the drop was so accurate. I found details of the parachutist which is set up with two servos which control his arms, receiver and flight battery all enclosed within the chest cavity of the model and run from a separate radio to the plane so the operator has full control of the chute into the drop zone.



I found that they are quiet expensive to purchase, around \$280 for the complete unit which is the beginners kit. The price increases depending on intermediate of advanced pilot level kits just like the planes they are set up to suit a range of skill levels.

Attached to the plane with a drop box release.



Could we see this type of activity over the SWARMS field ??

Would be an interesting project to build and set up a unit from scratch, might need to research further to see if a suitable chute is available.

In full flight towards the drop zone after release from plane.



If at first you don't succeed, then skydiving is not for you.

#####

Paddy asks Murphy, “Why do scuba divers fall off their boats backwards into the water ?.”

Murphy replies,

“ If they fell forwards they would still be in the bloody boat.”



LiPo Battery Safety

There will be safety instructions with your LiPo battery, follow them !

LiPos can catch fire whilst on charge, so charge them in a safe place away from flammable materials and do not leave them unattended and ONLY use a charger that is designed for LiPo batteries.

I have had one battery destroy it's self whilst on charge, luckily it was not in an area that caused a fire to any equipment. Most cases that have occurred have been caused by human error, setting the charger to the wrong type of battery chemistry or specifying the wrong number of cells, none of the above caused my fire.

If you want good life from your LiPos follow these tips !

Don't deeply discharge your battery or you will damage it.

Good electronic speed controls (ESC'S) will slow or stop the motor before the battery is discharged to damagingly low levels but you will get much better battery life if you end the flight while you still have about 30% of the battery charge left.

With a new model or when you change you motor or propeller complete a short flight of about 3 minutes. Using the display on your charger, see how many mAh's your battery takes to charge. You can then easily calculate how long you can fly the model for in order to use about 70% of the batteries capacity.

Set the timer on your transmitter to signal you to land after this time.

Also use a battery with a claimed "C" rating of at lease twice the current you are actually drawing. Unless you are involved in racing use the throttle intelligently and not fly at full speed continuously .

By taking these simple precautions your batteries should last for many years and hundreds of flights.

If you want maximum life store the batteries at about 50% capacity

Oh, and the large trees outside the clubrooms which had been causing some concern went from this.



To this in a couple of hours.



Catch you when we fly into the next edition.

