



Propwash

June 2018

From the President



As the sun goes down on another year at the flying field we can look back and reflect on the outcome of the past 12 months with a feeling of success and satisfaction.



The hard fought election for committee positions at the recent AGM has been run and won for the 2018/19 flying year and the results are in:

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|-------------------------|------------------------------|
| President: | Ron Waller |
| Secretary: | Dennis Milligan |
| Treasurer: | Scott Pittick |
| Canteen Manager: | Troy Lucy |
| Safety Officers: | Steve green Eddie Meester |

I would like to wish the elected committee members all the best for the coming year and hope that as a committee we can continue to work on improving the flying experience of current and new members at SWARMS.

A personal thank you to Ray Anderson for his contribution over the past 5 years as Treasurer, Ray did not stand again this year as he will be moving to Perth in the near future, we wish him all the best.

The first round of the IMAC competition was completed at the SWARMS field in April, however, the weather was far from favourable with strong winds and rain squalls buffeting the field over the two days of competition, This meant a reduction in rounds flown but the event did go ahead, full report within.

It was the first time at the field I have seen a plane disappear into the clouds, the ceiling was so low it was imposible to complete some of the manoeuvres required for the competition hence the late start on Saturday.

Good to hear that Dennis Green is recovering well from his recent hip operation, we wish you a speedy recovery it was good to see him and Brenda at the field attending the AGM.

The wild weather condition we experienced recently had caused some runway matting damage, pictures enclosed, but the damage has been rectified with the surfaces being restored back to normal.

It was a privilege to be able to host a group of elderly citizen visitors from Ocean Star retirement village during May and very pleasing that we were able to put a smile on their faces with our flying display (Eat your heart out Roulettes).

If there are members who have any ideas that could be implemented into the planning and application for the September Funfly weekend feel free to discuss them with the committee. We are open to suggestions to make this a great weekend for all.



The group on SWARMS pilots who enjoyed the day positioned at the base of the flag pole after the completion of the flag being raised to full mast at noon.

ANZAC DAY DOESN'T CELEBRATE WAR

It reminds us that our freedom came at a terrible cost and that we need to respect that cost by continuing to celebrate and protect it.



Then the lunch was served, not hard to see who was hungry.



The flag was raised at in the commencement of flying and remained at half mast during the mornings flying.



At 12 noon it was raised to full mast.



"Oh", then the seagulls dropped in for a bite to eat.



A bit of activity in the pits the Boomerang fitted with Woodies petrol motor getting some flight time during the day running it in.



Captain Clapp was enjoying his flying with a couple of electric warbirds.

This is what the spitfire would have looked like if it got off the ground.



Motor problems preventer this spitfire from taking to the skies it has not flown since the end of the second world war, however, it did make a good static display in the pits.



This event was well supported thank you for your participation in the very successful first AWA Anzac tribute day conducted at the SWARMS field, the weather was great for a change, and it was well supported by you the members with a variety of planes flown during the day.

The lunch provided and prepared on the new club BBQ was appreciated by all with only a few crumbs left at the end of the day (they were bread crumbs). It was a good social day out, thank you to AWA for their sponsorship I hope this now becomes an annual event as it gave the day a whole new meaning to Anzac day with the club being able to get involved as a group to commemorate the day was a real bonus.

We were privileged to host another round of the IMAC competition over the weekend of the 21st and 22nd April and the big planes came out to play, and the pilots were also big after a breakfast of bacon and eggs cooked on the new club BBQ.



Steve seen here slaving over the BBQ to satisfy the hunger of the pilots at breakfast on day one.



A meeting and pilot brief was held early in the morning, however, due to the inclement weather flying did not commence until 1120am.



We were commended over the upgrade of pit pavilion as all the competing planes fitted in out of the weather whilst waiting for the skies to clear.



When talking about "Big Boys Toys" these planes certainly fit that description



These twin planes performed well once given the chance to battle the elements of wind and intermittent rain.



Red Bull planes are always present when there is a competition or air show and, yes, they were here as well.



Around 1120 am there was movement at the field as competitors in the first division moved their planes to the start area.



Every where you looked in the pits and around the field there were big planes sitting waiting for their chance to impress the judges.



The judges took their position, however, not to sure of the pending changes in the weather strong wind and rain squalls the normal gazebo tent was not erected. The decision was made to sit outside so in the event of one of the many changes in weather condition they could easily retreat to the pit pavilion for shelter.



It was a relaxed environment in the pits during the meeting prior to the commencement of the competition.



Thank you to DLE Engines for providing the food and juice for the event and to the SWARMS members who come out and prepared the meals for the pilots.

These rounds of the IMAC competition are held around the state through out the year and we are privileged to have them include us on their schedule to conduct one here at SWARMS field, known as the "Capel Classic."

I look forward to being involved again in 2019 and hope that SWARMS supports this annual event again as it is financially beneficial for the club.

I have been sitting in here all morning waiting for something to happen may need oxygen mask before too much longer.



One of the largest planes to compete over the week-end.



Another pilot waiting patiently at the controls for his turn to prove himself in the sky



A plane had just taken off and the captain came on the intercom to greet passengers. "Ladies and gentlemen, this is your captain speaking. Welcome to today's flight. Conditions are good and we should have a smooth flight ahead of us. Now sit back and relax... OH MY GOD!"

Silence followed and the cabin started to panic. After a few minutes the pilot came back onto the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier but while I was talking the flight attendant brought me a hot cup of coffee accidentally spilled it all over me. You should see the front of my pants!"

A passenger leant over to their neighbour and whispered, "That's nothing. You should see the back of mine!"

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A man sitting in a window seat was peering out of the glass, admiring the clouds, when he saw that smoke was billowing from one of the plane's engines.

Panicking, the passenger began to shout, "The engine's on fire! The engine's on fire!"

Other passengers started to scream. Suddenly, the pilot ran from the cockpit, opened one of the overhead lockers and pulled out a parachute, then quickly strapped it on his back.

"Don't worry!" he yelled at the passengers, as they now sat silent and aghast. "I'm going for help!"

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After a rough landing, the pilot stood by the door as passengers disembarked.

One passenger remarked, "As a professor, I would have to give that landing a grade of C-minus."

The pilot replied, "Professor, in my line of work, it isn't a graded course. It's pass or fail."

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Motor number 6 fitted ready for running in for Woody prior to being fitted to the B36

All completed now



There was a sad passing at the recent Warbirds weekend flyin, Woodie's B29 in all it's glory was transported to the event on the Sunday to perform it's magic in front of large crowd in attendance.

The second flight proved to be disastrous when the wing left the side of the fuselage during flight and the rest was history.

Unloaded assembled and ready for some action.



Final checks were conducted, motors run up and it was all go.



Positioned on the runway awaiting clearance for take off for it's first flight of the day.



It looked a picture in the sky during a low pass over the field



After thrilling the crowd with it's majestic presents of scale flying across the sky it was time to prepare for landing. Gear down throttle back on final approach as the ground get closer.



Minor problem unfolded on landing when wheels touched down, the nose wheel presenting itself on the ground a little premature which caused it to take most of the weight resulting in it collapsing. Some minor damage occurred that was repaired with out any problem.



She came to rest with nose on the ground sustaining minor damage.



The return to the ground from the second flight was certainly more dramatic as during the flight the wing parted company from the fuselage and it was all over.

The debris from the plane seen here in the distance is given the last rights whilst waiting for the air crash investigating team to arrive at the scene.



All parts were recovered from the scene loaded into the trailer ready for the long trip home, it certainly was a sad day.



The B29 has thrilled so many model enthusiasts who had the opportunity to see her fly or witness her at one of the many static display she was present at.

But there was no one more thrilled and proud than it's owner Woodie when ever he had a chance to get her out, he spent in excess of 18 months to build the original and spent many hour on some major repairs during it's life.

RIP "Dina Might" she will be remembered.

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A customer was hassling an airline agent at the ticket counter, yelling and using foul language. However, the agent was polite, pleasant and smiled while the customer continued to abuse her.

When the customer finally left, the next person in line said to the agent, "Does that happen often? I can't believe how nice you were to him".

The agent smiled and said, "No problem, I took care of it. He's going to Detroit. His bags are going to Bangkok."

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A man at the counter tells the airline agent, "I'd like this bag to go to Berlin, this one to California and this one to London".

The airline agent says, "I'm sorry sir, but we can't do that."

"Nonsense," the man said.

"That's what you did last time I flew with you."

Troy walked over to the Priest after the service, "You know Father, I am really stuck in a quandary I would like to attend church next week but I just can't miss the big Richmond game next Sunday, it's just out of the question."

"Oh Troy Troy" said the Priest putting his arm around Troy, "don't you know? that's what recorders are for." Troy's face lit up "you mean I could record your sermon?"



The public relations visit conducted on Thursday 10th May for residence from the Ocean Star retirement village was a good morning out regardless of the persistent wind that was present, the 16 personnel who made the visit were very impressed with the planes that were on display, the ability to actually fly them and the hospitality shown by the members from the SWARMS club. Thank you to Steve, Arie and Terry for your attendance it was greatly appreciated by the group who passed on their sincere gratitude to the club for hosting the morning.

The group were late arriving and 20 minutes after their scheduled arrival time the scenario looked like this plenty of chairs but no bums on seats



When they did arrive their coordinator explained the reason, it was found that when the bus was ready to leave several of those on the bus were not meant to be there so they had to get them off, some of those who were booked for the visit had actually gone back to bed so they had to get them organised again.

I guess that is just one of the benefits of the aging process time means nothing to them.



They were all very interested in the briefing prior to the flying demonstration but there was no interest in taking over a radio they were content to listen and watch the proceedings



A couple of the planes that flew on the day along with the Boomerang with Woodie's 4th 10cc motor fitted being run in preparing for fitting to the B36 bomber under construction.



Had an interesting experience recently where a receiver was causing aileron flutter on the start line with motor running. After several attempts to rectify the problem failed it was decided to remove the wing and check the location of the receiver.

On inspection it was evident that there was no internal interference from any other component within the plane fuselage ie: battery to close or servo feedback to receiver. I pulled the receiver from its location and when I did this I found that the elevator moved by tilting the receiver forward and back.

Then it was discovered that the ailerons moved when the receiver was tilted from side to side which proved that this plane could be flown without a radio transmitter, the problem being that no one had arms long enough to actually reach the plane in flight. After a lengthy process of elimination it was decided that it was time to replace the receiver.

The extreme weather conditions and strong winds that lashed the field recently left a trail of destruction. The runway matting on the western end of the runway had been completely removed and blown some distance from where it had been secured.

After some considerable time unwinding the twists it was later pulled back into position with the tractor and resecured into position only to have another weather front come through a few days later and lift sections of the synthetic turf from the other runway. If the gusts were strong enough over the field to do this damage it certainly proved it was not the weather for any flying activities.



An old lady was standing at the rail of the cruise ship holding her hat so the wind wouldn't blow it away.

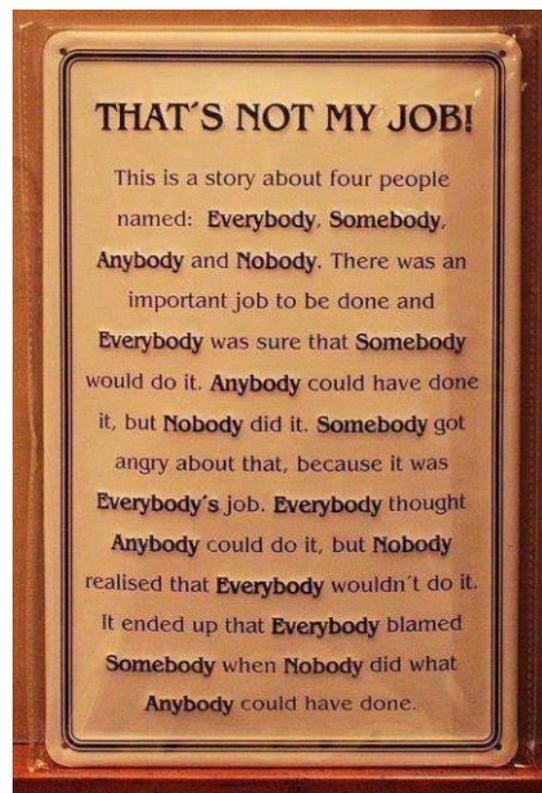
A man approached her and said, "Pardon me, I don't intend to be forward but did you know that your dress is blowing up in this wind?"

"Yes, I know," said the lady. "But I need my hands to hold onto my hat."

"But, you must know that your derriere is exposed!"

The woman looked down, then back up at the man and said, "Sir, anything you see down there is 85-years-old, but I just bought this hat".

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We are the Eagles we're flying high



An elderly married couple scheduled their annual medical exams on the same day. After examining the elderly man, the doctor asked him if he had any concerns he would like to talk about.

The old man said, "Yes I do. After I make love to my wife the first time, I am always hot and sweaty. But after the second time, I'm cold and chilly."

After examining the elderly woman the doctor asked her if she had any concerns she would like to discuss. She replied that she had no concerns.

So he asked her if she could shed any light on her husband's concern related to being hot and cold after making love to her. She replied, "That old fool, the first time is in July and the second time is in December."

Two children were in a doctor's waiting room. The little girl was softly sobbing.

"Why are you crying?" asked the little boy.

"I'm here for a blood test, and they're going to cut my finger," said the girl.

When he heard this, the little boy started to cry.

"Why are you crying?" asked the girl.

The boy looked at her worriedly and said, "I'm here for a urine test."

How many of you remember these mandatory hand signals, all well and good until it is raining.

Thank god for the blinker system.

These are the LAW!
SIX hand signals you should always use...

Road users! It is your responsibility — to use these hand signals! Failure to do so in an appropriate case is an offence punishable by fine. Your neglect may also affect your liability in the event of an accident. Make your intentions clear, early . . . give the CORRECT HAND SIGNALS . . . BEFORE you act!

Issued by the QUEENSLAND ROAD SAFETY COUNCIL

Observe Road Safety Laws FOR YOUR OWN SAFETY AND FOR OTHERS

Josh swooping in for yet another goal



Well that was an easy win hey Troy "Only "47" points



Do I look fierce enough here Dennis to take you on ?



Damion I don't want to play anymore they are too good for us I will just lay down here.



Come on Dusty you have to show just how good you really are we need you.

Sorry Damion I just can't do it today I need to get up and get back on the plane, maybe next time.



With the pending September flyin approaching here are a few photos reminiscing of what we have experienced in the past, this is when it was a scale model flyin. Hopefully, weather permitting the new format for this year will increase the numbers of pilots who choose to share the weekend with us.



An English teacher was testing her Year 3 students one day.

“Can anyone give me a sentence about a public servant?” She asked.

One child raised their hand confidently. “The fireman came down the ladder pregnant,” he said, smiling with pride.

The teacher frowned. “Do you know what pregnant means?” she asked.

“Sure,” the boy nodded. “It means carrying a child.”

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Getting started

Choosing your very first radio control plane is an exciting process, no matter what age you are! It can also be overwhelming, but being part of a club will break down the barriers and introduce you to beginner rc airplanes without making your head spin!

The choice of beginner planes is big, but what defines a 'beginner' airplane?

There are no hard rules but essentially one that is very stable, slower flying, durable and relatively simple to operate can certainly be put right into the beginner category. Incidentally, a beginner plane is also known as a *trainer* airplane. And as for construction type, a 'Ready To Fly' (RTF) rc airplane is your best choice if you just want to get flying *without* having to do any building work first.

High-wing trainer are a must when starting out in the sport.

When an airplane has its wing *on top* of the fuselage, it's said to be *high-wing*. Such planes are always more stable than low-wingers and so make ideal rc trainers to learn on.

One such example that has been widely modelled is the *Apprentice*, or variants of. Indeed, one of the biggest selling beginner rc planes in recent years. Many a recent newcomer to the hobby have cut their teeth on this now iconic trainer! It's flight modes make a transition into the sport much easier

Some clubs have elected to use the *Apprentice* as their club trainer cutting down on running costs.



A good guide for setting your aircraft's trim adjustments ...

There is a lot more to getting your aircraft trimmed than just sliding the tabs on your transmitter. A correctly trimmed aircraft is much more stable and fun to fly.

The following is a guide for setting up your plane particularly for competition and aerobatic manoeuvres but it does take some time and patients to complete, all the best.

| TRIM FEATURE | FLYING MANEUVERS | OBSERVATIONS | CORRECTIONS |
|--|---|--|--|
| Control Centering | Fly general circles and random maneuvers. | Try for hands off, straight and level flight. | Readjust linkages so Tx trims are centered. |
| Control Throws | Random maneuvers. | A. Too sensitive. B. Insufficient control. | A. Change linkage to reduce throws. B. Change linkage to increase throws. |
| Engine Thrust Angle | 1. From fast straight flight, cut throttle. 2. With throttle on, pull to vertical flight. | 1A. Aircraft continues straight flight for a short distance. 1B. Plane pitches nose up. 1C. Plane pitches nose down. 2A. Plane tends to yaw right 2B. Plane tends to yaw left | 1A. Thrust angle is OK. 1B. Decrease downthrust. 1C. Increase downthrust. 2A. Add leftthrust. 2B. Add rightthrust. |
| Center of Gravity Longitudinal Balance | From level flight at low throttle and in trim, push the nose to 45 dive and neutralize controls. | A. Plane continues in dive for a short distance, and gradually pulls out. B. Nose pitches up abruptly. C. Nose pitches down more (tucks under). | A. CG is good. B. Add nose weight. C. Remove nose weight. |
| Split Elevators Yaw and CG | Into wind, Pull open loops using only elevator. Repeat test with outside loops to inverted entry. | A. Wings are level throughout. B. Plane tends to left when right side up, and to right when inverted. C. Planes tends toward right when right side up and left when inverted. D. Plane goes left, right side up and inverted. E. Plane goes right, right side up and inverted. | A. Trim is fine. B. Add right rudder, or weight to right wing. C. Add left rudder, or weight to left wing. D. Raise right half of elevator, or lower left half of elevator. E. Raise left half of elevator, or lower right half of elevator. |

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| <p>Yaw2</p> | <p>Into wind, do open loops, using only elevator. Repeat tests using outside loops from inverted entry.</p> | <p>A. Wings are level throughout. B. Yaws to right in both inside and outside loops. C. Yaws to left in both inside and outside loops. D. Yaws to right on inside loops, and left on outside loops. E. Yaws to left on inside loops, and right on outside loops.</p> | <p>A. Trim is correct. B. Add left rudder trim. C. Add right rudder trim. D. Add left aileron trim. E. Add right aileron trim.</p> |
| | <p>Into wind, do tight inside loops, or pull to</p> | <p>A. Wings stay level and plane falls randomly in each direction from hammerheads. B. Falls off to left from</p> | <p>A. Trim is correct. B. Add weight to right wing.</p> |
| <p>Lateral Balance</p> | <p>straight up flight into hammerheads. Repeat test from inverted entry.</p> | <p>both inside and outside loops. C. Falls off to right in both inside and outside loops. D. Falls off in opposite directions on inside and outside loops.</p> | <p>C. Add weight to left wing. D. Change Aileron trim.</p> |
| <p>Aileron Rigging.</p> | <p>With wings level, pull to vertical climb, and neutralize controls.</p> | <p>A. Climb continues same path. B. Nose tends to go to inside loop. C. Nose tends to go to outside loop.</p> | <p>A. Trim is correct. B. Raise both ailerons slightly. C. Lower both ailerons slightly.</p> |
| <p>Wing Incidence</p> | <p>Knife edge flight.</p> | <p>A. Plane tends to nose up position (as if up elevator is applied). B. Plane tends to nose down position (as if down elevator is applied).</p> | <p>A. Reduce wing incidence. B. Increase wing incidence.</p> |
| <p>Aileron Differential.</p> | <p>With wings level, roll repeatedly left or right.</p> | <p>A. Model stays on heading. B. Model yaws in direction of roll (barrel roll). C. Model yaws opposite the direction of roll.</p> | <p>A. Aileron Differential is correct. B. Too little differential (reduce down throw). C. Too much differential (increase down throw).</p> |

Catch you when we fly into the next edition.

