



Propwash

September 2018

From the President



“WOW” How things can change over a period of just 12 months, from the disappointment and frustration of having to cancel the Flyin last year due to inclement weather to the elation and success of this years event, we had global warming working for us this year.

Both days were excellent for flying and for some whom chose to watch TV in the pits Saturday afternoon it proved to be as pleasurable event for them also to see the Eagles make their way to the grand final. The noise in the pits during the afternoon exceeded to sound of model engines until the final siren went.

We were fortunate enough to have many visiting pilots and members of the general public who took the opportunity to come and enjoy what we had to offer and none of them went away disappointed. Thank you to the club members who were involved in the organization of the event and for their participation over the two days with a very special thank you to Trevor and Erica for their catering expertise the spread they put on Saturday evening was second to none with all who attended going away fully satisfied.

We were due for a good weekend and we certainly got one, the past three years have been pretty average with last year being cancelled due to the adverse weather conditions so it was pleasing for all that the conditions were ideal. There was a large variety of aircrafts on display and thrilling the crowd with their performances in the sky.

Thank you to DLE Engines for your donation of a 20cc engine and AWA for the ARF kit your contribution to the raffle prizes was greatly appreciated.

As with every airshow there were a few incidents that rendered some planes as unairworthy and Air Crash Investigators are sifting through the wreckage to determine the cause, the good thing no one was injured during the two day event but some models will require a considerable amount of time in the shed before they will be in the sky again.

Thank you to all the visiting pilots who supported the event, I walked around the pits on Sunday discussing the weekend action and Saturday evening meal with most of the pilots and their partners who were there and was not able to get any negative comments in their feedback which was a real bonus for coming events.

A number of photos are enclosed of the Flyin showing both the flying activities and the social part if the weekend. Late on Sunday afternoon there were still pilots enjoying the perfect flying conditions and they still had to travel back to Perth after they completed flying.

They were stacked in the pits.



The field was a hive of activity over the weekend with caravans tents and trailers set up around the grounds all enjoying the great weather and flying activities throughout the two days.



Pit entrance road congestion.



Typical of the wind over the two days, not enough to move the flags on the flag poles.

Some of the planes that graced the sky's over SWARMS during the event, been awhile since this model of Scott's was flown it went well after the cobwebs had been dispersed..



Oop's Tom, boomerang verses tree and the rest is history, you are not the first and you can rest assured that you will not be the last to achieve this. Normal outcome tree wins every time.



These pilots along with a few others a bit later did not move from the TV for a couple of hours, I thought that they lost focus on what the day was all about but I was advised otherwise.



Action around the pits and yes there was a little breeze on this occasion the wind sock has moved.



A well present scale biplane and it flew scale like to.



William, an 82-year-old man, went to the doctor for a check-up. A few days later the doctor spotted William walking down he street with a gorgeous young lady on his arm. A few days later, William went back to the doctor for a follow-up appointment where the doc remarked, "you're really doing great, aren't you?". William replied, "just doing what you said doctor, 'get a hot mamma and be cheerful'". The doctor said, "I didn't say that. I said, you got a heart murmur. Be careful".

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Some interested spectators watching the twilight flying just prior to partaking in the evening meal.



Troy's collection



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We were privileged to have three turbine jet partake in some interesting flying, two of the turbine models were constructed of foam and presented in a great deal of detail. It just goes to show that foam can be used for high speed aircraft as well as mild electric flying.



The smoke seen here at the base of the wind sock pole was the result of a malfunction on start up of one of the jets, the fire crew quickly extinguished the fire with only minor damage resulting.



The two new club gazebos erected for the general public to view in comfort quickly filled up, later in the day there was standing room only.



A couple from Chris's hanger he is getting more comfortable of fixed wing model now.



We were blessed by the presents of Wood's B36 bomber on the Sunday, it sat outside the pits in all its glory for all to see. Due to some technical difficulties it was not possible to fly at this event, however, the maiden flight is not too far away.



It has a wing span of 13 feet



Fitted with 6 pusher prop motors



Fitted with these 6 x 10cc petrol motors it should make its presents felt in the sky.



The man that did it all by spending many countless hours toiling away in the shed to come out the other side with this monster.



There has been a bit of “Wing” activity around the pits recently with three members attaining there wings rating. Chris Saxton achieved his “Bronze Wings” Steve Green and Bill Darnell achieved their “Silver Wings” rating.

With the current MAAA status of the discipline required for these ratings it gives all who fly a chance to obtain their wings, this can be a bonus as some clubs require you to have a wing rating prior to flying at their field and it is a free service.

The Bronze rating is obtained by flying a set discipline with an aircraft less than 2kg in weight, ie electric foamy or park flyer,

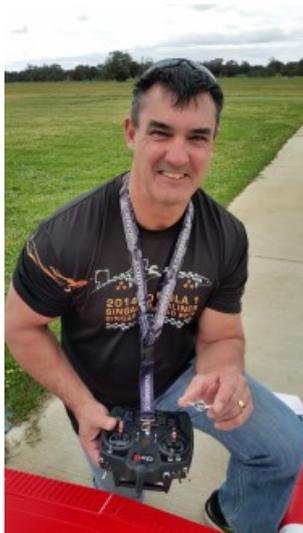
The silver wings is flying the same discipline, however, it is performed with a plane over 2kg, this can be either electric powered or nitro powered.

If any other members wish to have a go please don't hesitate to discuss the required discipline with me around the pits at any time.

Chris Saxton receives his Bronze wings after completing his assessment



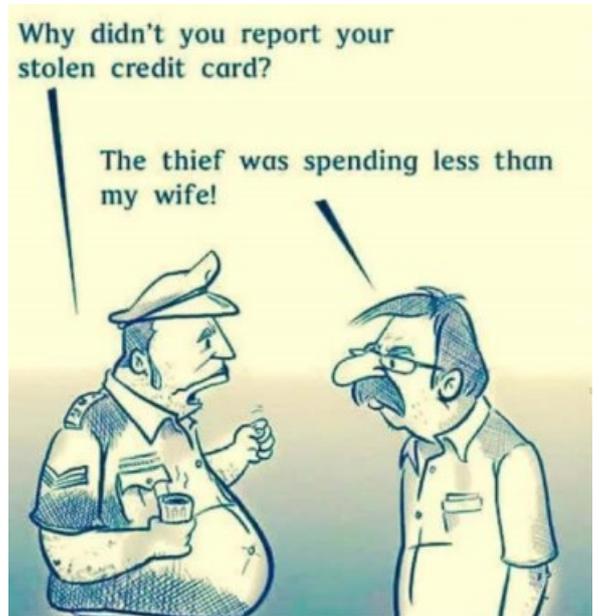
Bill Darnell is a happy little vegemite as he displays his Silver wings after completing his recent assessment.



The Eflight Cesena that Bill flew to obtain his wings it is very scale like in the air and is very stable, or Bill might say that is just the pilots skills.



Steve Green receives his Silver wings after completing the required discipline.



The pits were transformed into a restaurant for the evening meal on Saturday evening, the tables were set with white table cloths with glasses containing candles distributed down the centre any one getting married would have jumped at the setting for their wedding reception. Maybe another option for the club to look at wedding reception venue.



Let the eating begin.



An elder statesman of the club settled back enjoying the meal with his test pilot Steve ready to go eating..



We did not miss out on sweets either, there was a large variety available and it was almost completely consumed with very little left at the end of the evening.



I am ok now I have my sweets ready to be consumed.



The ques were long but there was sufficient food to choose from and enjoy, it was worth the short wait.



*“Has your son decided what he wants to be when he grows up?”
I asked my friend.
“He wants to be a garbage man,” he replied.
“That’s an unusual ambition to have at such a young age.”
“Not really. He thinks that garbage men work only on Tuesdays?”*

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With recent discussions around the pits about introducing flying circuits at the field to avoid the potential for a mid air collision whilst participating in your sport, just goes to show you can have mishaps even when flying in the same direction as another plane.



A smaller one of two Wilga’s that flew during the weekend.



You can almost see the relief on Trevor's face as the crowd disperses to the pits after collecting their dinner from the clubrooms. Time to relax maybe.



Two planes here out of Arie Hutt's hanger, the Ag-wagon was seem smoking up the sky an few occasions through out the weekend.



Passengers on an airplane were enjoying their flight until they heard an announcement from the captain. "Ladies and gentlemen, I am sorry to inform you that we have lost power to all of our engines and will shortly crash into the ocean," he said.

The passengers were obviously very worried about the situation, but were somewhat comforted by the captain's next announcement. "Ladies and gentlemen, we have prepared for such an emergency and we would now like you to rearrange your seating so that all the non swimmers are on the left side of the plane, and all the swimmers on the right," he said.

The passengers complied with the request and two minutes later the captain made a belly landing in the ocean. "Ladies and gentlemen we have crashed into the ocean. All the swimmers on the right side of the plane, open your emergency exits and quickly swim away from the plane. For all of the non swimmers, thank you for flying with us today,"

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Unfortunately this well presented plane was involved in a mid air collision during Sunday's flying, both planes suffered extensible damage as they plummeted to the ground after the incident with several people required to retrieve the pieces from the outfield.

Incidentally both planes involved in this incident were flying the same circuit.



A hysterical man calls for an ambulance and yells at the operator on the other end, "Please come quickly! Mary is pregnant and her labour has just started, it's really intense!"

"Is this her first child?" asks the operator. "No you idiot! It's her husband!"

The "Old Farts" from Albany George and Serina enjoying the weekend, they have travelled to these Flyin's for many years camping for the four days in their luxury van over the weekend before heading home totally satisfied and rested on the Monday.

It is great to have your company at these events and look forward to seeing you at many more in the future.



Their home for the 4 day stay, to the right of the photo is where the real camping exists.



Look Trevor, I have worked my fingers to the bone.

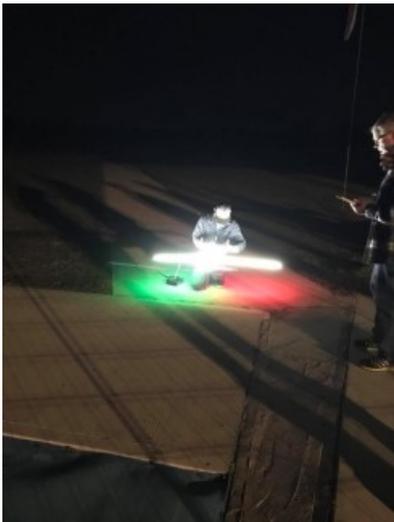


Some of the visiting pilots put on an impressive display of night flying after the dinner Saturday evening, this has generated a lot of interest with our own club and I believe some of the light strips have been ordered, watch this space.

Checking lights prior to the evening flying.



Preparing for take off.



The colour scheme makes it easy to see in the sky.

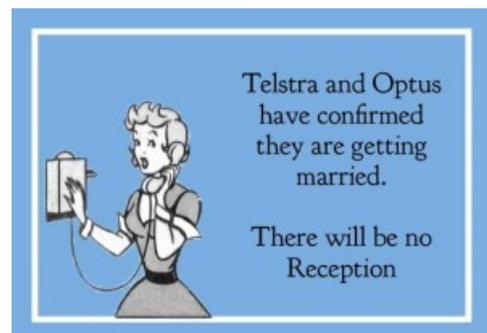


The magpie season is upon us and we normally have a lot of activity around the field during this time of the year as they buzz the planes and the pilots who have the misfortune to have to retrieve a plane from the outfield.

This one is on a mission to hit a cyclist whilst out enjoying a ride, caught on go pro camera a good action shot.



The three wise men relaxing during flights.



First two new PC-21's touched down in Darwin in August, these will replace the PC 9 aircraft the Roulettes currently fly their discipline displays with.



With the PC 9 aircraft being phased out this sight will be a thing of the past, it will left up to the PC 21



A little bit of the carnage that occurred during the weekend and I am sure it had nothing to do with the weather, the environment, or wind, could it have been pilot error we will await the outcome from the crash scene investigation team.

One thing for sure it makes packing up for the trip home a little easier.



Did you say raffle tickets, How many did you want.



An elderly woman began to feel out of shape so she went to her doctor to see what she could do.

The doctor recommended she attend a water aerobics class for seniors.

The excited woman agreed to do it.

She bent, twisted, jumped and perspired for an hour. Sadly, by the time she got her swimsuit on, the class was over.

Every picture tells a story and it is pretty obvious here just how laid back and relaxed the weekend really was.

That was prior to the plane in the foreground being involved in the mid air collision.



Adrian had several flight over two days and he appeared to be enjoying the outing with a few old mates from Wanneroo



Waiting for the jet to fire up, and it did, however, quick response with the fire extinguisher saved the day. Oh, and the plane.



These two are good friends, they travelled from Perth together in a trailer.



The grasshopper performed very well in the sky.



Oh! this is it The big moment you've been waiting for!

You've researched and bought your plane, got familiar with it, put it together, prepared it for flight, found a suitable location and now it's time to fly it!

The good news is that taking off or hand launching your rc airplane isn't usually too much of an ordeal. Far less nerve-racking than the landing, at least!

Whether you do an actual take off from the ground or a hand launch depends on a few things, which are...

Does your rc airplane have landing gear (undercarriage)?

What type of surface you are flying from, and the size of the plane's wheels.

Whether you just prefer one method to the other.

The presence or absence of landing gear will depend on the type of plane you have; a classic high-wing trainer will have it, whereas a powered glider will not.

If your rc plane does have landing gear, the type of surface you're flying from is critical to taking off. If you're on concrete, tarmac, smooth gravel or very short grass then a take off is easy. If you're on longer grass or a very rough surface then your airplane might struggle to get the speed it needs to get airborne.

In the same context, the size of your airplane's wheels is also another deciding factor. Larger diameter wheels can cope better with more difficult surfaces, whereas smaller diameter wheels are only good for smooth, harder surfaces.

Finally, you just might prefer to hand launch your plane, even though it's got an undercarriage and you're flying from a smooth surface. Nothing wrong with that, if that's what you're most comfortable with!

Club boomerang trainer after a radio blackout during a recent training session, major damage to front end and required total replacement.



The take off.

Taking off your rc airplane is, generally speaking, a simple process that lasts just a few seconds, hopefully!

With all your pre-flight checks and range check complete (see previous lesson), and the transmitter antenna fully extended if you are using a MHz radio system, or laid flat (parallel to the top of the Tx body) if using a 2.4GHz one, point the plane directly in to the wind if there is any. It's important that you take off in to wind because this maximizes the airflow over the wings and reduces the groundspeed the plane needs to take off, so will get airborne sooner.

Of course, the issue here is whether or not the wind direction is favourable given your flying area; you might not be able to take off in to wind, in which case you should try and move to a position that allows you to safely take off in to wind, or take off crosswind. Whatever you do, don't try and take off downwind (i.e. with the wind) as this increases the chances of the plane stalling and crashing.

To perform a take off, smoothly increase motor power to full (take between one and two seconds to move the stick fully forward) and let the airplane accelerate along the ground. It's probable that you'll need to use rudder to keep the plane going in a straight line - don't let it veer off to the left or right. Keep it straight and in to wind all the time.

If you are taking off in a crosswind, be prepared to use the rudder even more, to compensate, and also be very prepared for the plane to veer off sideways as soon as it leaves the ground. Crosswind take offs are tricky and shouldn't be attempted in your early days, unless absolutely unavoidable.

Once you're at full power and the plane is accelerating along the ground, gently apply a small amount of up elevator to aid the plane off the ground. Don't yank back on the stick, just pull back smoothly. If you apply too much too quickly, and the plane hasn't yet reached flying speed, it can get airborne too early and with too steep a climb rate, and stall. Not good!

The length of the take off run will vary from plane to plane, but generally speaking most rc airplanes take off in a short distance; perhaps less than 10 meters (30') for many RTF foamies. If you want a more scale-like take off with a longer ground run, use very little elevator and let the plane take off naturally.

Once the plane is airborne, maintain full power and continue a smooth climb out (not too steep), and commence a turn before the plane gets too far away.

Benefits of being in a club, you get expert advise on buying and setting up and flying your first plane.

Choosing and buying your first rc airplane.

Getting familiar with the plane and radio.

Assembling & preparing your airplane.

Weight and balance.

Finding a suitable location to fly from.

Pre-flight checks.

Hand launching and taking off.

Flying and trimming the airplane.

Landing.

The first flight.

Your method of getting airborne, i.e. a take off or hand launch, will depend on whether your airplane has landing gear and what sort of surface you are flying from. Either method is straightforward and with all things being well your plane should climb nicely away from you once airborne.

As soon as it is airborne, you need to watch it all the time and concentrate on what it's doing and how it's flying. It's tempting to look down at the transmitter but this won't get you anything, apart from in to trouble! So long as you are holding both sticks and controlling the plane, that's all that counts - you really don't need to look at the transmitter to understand what's going on.

When flying your model airplane use small, smooth stick movements to start with, this is very important. Over compensating is one of the biggest causes of first flight crashes.

Don't let the plane fly too far away from you because it will get too small to see and you will become disoriented. Similarly, you don't want it too close to you either! A safe minimum height is around tree-top height, say, 70-100 feet or so.

Once you've settled at about that height, gently turn the plane and get used to its flight characteristics, remembering not to make sharp turns. Don't move the sticks to their maximum positions - keep the moves soft, smooth and small.

When flying, always use common sense; don't fly close to people or property and keep the plane at a sensible height and distance from yourself, but not too far away that you can't see it properly.

Although the radio control gear has a range of hundreds of feet, you don't have to fly your airplane far before it gets too small to see what it's doing. That's when the disorientation sets in.

Important tips to remember for new pilots:

Choose your flying site well. A large, clear open area is essential and think about other people in the area - believe it or not, not everyone likes rc airplanes!

Think about weather when flying model airplanes. Small park flyer type airplanes are light and are adversely affected by wind. Fly on calm days, or in a slight breeze. If nearby trees are bending over, it's probably best not to fly!

Always make sure that the radio gear batteries are all good before you fly; even just one dead cell will result in a dead model airplane, guaranteed! I know, because I've been there...

Do your pre-flight checks! Countless rc pilots have crashed seconds after taking off, because of something stupid like not checking that the ailerons were working the correct way. Believe it or not, it happens regularly!

When flying model airplanes and your plane is coming towards you, the turns will be back to front. This is something that will catch you out in the early days but you'll quickly get used to this 'reverse control'.

A trick to remember is to move the Tx stick towards the lower wing, that will right the plane.

If you get in to trouble and your airplane isn't doing what you want it to do, cut the motor! 9 out of 10 times this will greatly decrease the chances of any serious damage, but of course this depends on the situation.

And by far the most important point to remember when flying model airplanes is this, ***have fun!***

Catch you when we fly into the next edition.

