



Propwash

From the President



Greetings to all with this special edition from our effervescent Ron Waller. There is the old adage that you can never have too many Propwashes in a year but I have know idea who proclaimed that. However I will let Ron go into all the detail of recent events after this note from me.

It is with great sadness that I bring the news of the passing of the East/West runway. Rest In Pieces, on the pile, old carpet. There are fond memories of putting the green bowling matting down, and then again it was done many times after especially when there had been a bit of wind. I am not sure what it is about this runway but I tend to land a little short and actually not hit it, which of course is why we put a bigger/wider one in, isn't it??

I'd like to put a big thank you out to Ron who has been getting up at 4:00, just like he did way back when he had to work, for the four days of the pour and overseeing/coordinating with the concreter the job of the new runway. Ron has been the main contributor with applying and following up grants that have made this project feasible as well as chasing quotes for the job then following through until the last drop of concrete was poured. A huge effort which requires great gratitude from the club and it's members, thank you.

Another plug for the fencers in the group. I think last reports were that all posts were in and a couple of wires run. Thanks to Ian for getting the post thumper organized and posts in and also to those others that helped set up for the fence line. I had also heard from a reliable source that the ride on mower maybe ready to fly, sorry mow, thanks Trevor for the sorting of this.

December 2020

As this Will be the last Propwash for the year, correct me if I'm wrong Ron, I'd like to wish all members and your families a very merry Xmas AND the Happiest of New Years. I hope you all get lots of Hobbytech vouchers in your compression stockings and come and hit the new strip as soon as possible. As an old ad once said, Up Up and Away with...

To All please enjoy and over to you Ron
Cheers Bill

From this



To this. Can you notice the difference ?



From the Editor

The time had come the walrus said to get the machinery out of the shed. "Yes" after a long planning process it was finally time to commence the long awaited runway upgrade by first removing the existing surface matting.

This task commenced on Thursday 26th November in preparation for the Bob Cat to commence taking 85mm of sand off the then exposed surface scheduled for Saturday 28th.

All flying on/off the East / West runway ceased on that Saturday, however, members were permitted to fly some planes during the week leading into the commencement of the concrete work which was scheduled to commence on Monday 7th December.

I have given a very detailed sequence of events of the project in this special edition along with photos of what happened, when it happened and how it happened during the entire upgrade due to the fact that very few of you members were around to witness any of the above.

This in it self was very disappointing but not uncommon, it was you the members who voted to commence this upgrade and when asked to commit to assisting via one busy bee on Saturday 28th only one, **yes**, one member turned up on the day it was scheduled along with a couple of committee members.

When planning to complete a project as large as this there is a lot of pre coordinating to be done with contractor and suppliers and a very critical time line is set and these times have to be adhered to or it will cost extra dollars something we as a small club don't have.

Thank you to those who assisted in any way or contributed financially to the successful completion of the upgrade.

Without financial assistance this project would not have been possible. This has enhanced the MAAA State field immensely and will now provide a safe flying venue for members also AWA and MAAA members well into the future.

During a concrete pouring process there is always a little bit left over at the end of the last truck dumping its load, being aware of this I seen it as an opportunity to do a few other improvements so did some preparation in readiness.

End of day one and there was a small quantity left, during the morning I had previously dug out the pathway to the pits so guided the truck over and spread the "Waste" out to improve a safe access to the pits.

End day two as expected there was also left overs, this would normally be dumped, but as I spoke to the driver he indicated that he would just dump the remains of his load I indicated that I had paid for this and was going to utilize it to our benefit.

I quickly proceeded to the machinery shed removed the tractor cleaned out items that were in the way raked out the floor and spread the concrete across the floor of half the shed.

End of day three and yes we had a little more left over nearing the end of the pour, as with the previous day I wanted to utilize the remains of the load, however, we now had a different driver so had to use my negotiating skills again. This time I focused on the floor on the other side of the machinery shed and we proceeded to empty it out ready to take what ever was left in the bowl, as a result we now have a complete concrete floor in the machinery shed, I would like to add that it is not up to the high standard of the runway but no one should be landing in there.

It is more practical and financially viable to have a little bit in excess of your needs particularly when the project is so far away from the batching site as it is very costly to go back and get a little more to complete the pour so this was like a bonus for the club.

The completion of this project has enhanced our facilities no end and will provide a safe flying environment for members well into the future

The quality of the end product on this project can only reflect on the professionalism of Michael Trunfio and his team who worked in some adverse condition to achieve this outcome.

Congratulations on a great outcome it was a pleasure working with you, thank you Michael and team.

Day Number one Thursday 26th Nov.

The weather was fine and humid early, however, it did come over very dark mid morning and looked like we were going to get a bit of rain but it did not eventuate. The first stage of the project was to remove the existing matting from the runway so the securing pins had to be extracted from both sides of the mat. This procedure was relatively easy as the pins had only been in the ground for a few years.



With all the pins removed the ends were folded back to enable the clamping device to be clamped to the matting.



A friend of mine dug a hole in his garden and filled it with water.

I think he meant well !

I poured beer over my garden before planting my lawn.

I hoped that it would come up half cut !

Our patented clamping method secured behind the tractor proved to be a winner once again and the dragging commenced moving the sections off the runway and temporarily placed under the trees behind the clubroom. Eight sections were removed from the eastern end of the runway.



This the last of the sections on the western end being secured ready for removal.



At the end of day one all the green matting had been removed and the only covering left on the runway was the original matting on the eastern end of the runway that had been in place for over thirty years.

This had served the club well over the years, however, it had deteriorated and had really passed it's use by date. I am sure if it could talk it would have many stories to tell of the severity of the impact it received from a variety of models and not so competent pilots.

I can assure members there will be no give in this surface when they come in.

Here's to many happy and successful landings.

Trevor appears to have had enough on day one and if you were to ask him he would probably agree with you, I am sure he thought he was still working for Telstra.



This grass was eventually removed using a dingo loader to scrape the surface back to expose the matting.



One of the big concerns we had with the machinery working on the strip was the risk of picturing a tyre on one of the metal pegs that had been in place for many years so Trevor's job was to locate them using a metal detector and ensure they were all removed prior to commencing the job.

Day Number two Friday 27th Nov

The removal of this old matting on the second day created a new set of challenges, over the years the grass had grown through the matting weave making it difficult to lift from the surface,



A driver loses control of her car, sliding towards a concrete wall...

At the last moment, the passenger in the front seat pulls on the handbrake. The car turns around and stops only inches from the wall.

The pale passengers in the back seat start to cheer their savior.

No honestly, you don't have to thank me. I'm not a driver I'm a jet pilot and in my plane this is the lever for the catapult.

While driving home I heard on the radio that convicts had escaped a prisoner transporter after colliding with a concrete truck.

Authorities say to be on the lookout for hardened criminals

Humphro came up with an idea of placing the matting onto a couple of wooden drum rollers and simply roll the mat up, this did work for about 20 metres and it then became too heavy to roll as the amount of matting on the drum increased.



So it was time to cut the matting and revert back to the clamping method and drag it away with the tractor onto the increasing stock pile of old matting.

Day Number three Saturday 28th Nov

This was the day the Bobcat came to site, with a big job ahead it settled into remove grass and sand from the exposed surface by a depth of 85mm and trucking it away to a couple of stockpiles.



Some sand was relocated to fill uneven surfaces along the runway the rest was removed to use for backfill after the project is completed.



Warren Kelly (the bobcat operator) proved to be a very competent operator as he moved sand around and around and finished with a good even laser controlled surface depth.



After several hour of moving sand around we ended up with a completed surface ready for the concrete.



Finished surface looking from West / East along the runway midday Saturday 28th.



Day number four Sunday 29th Nov.

Then on Sunday 29th along came the reinforcing gang, all the mesh that had been stored adjacent to the carpark fence had to be carried and placed down the edge of the runway ready to be lifted into place by the contractors prior to commencing the pour, all 58 sheets of it. This task was greatly appreciated by the contractor and saved them a lot of time

You can see a place is there for me to assist on the left and it was a day that Troy would rather forget as he was showing the effects of his Christmas party the night before but he battled on until all sections had been put in place



The following week Monday 30th through to Sunday December 6th there was no requirement to do any work as all the prep work had been completed and we were now waiting for the contractor to commence his work on Monday 7th December.

So I took the opportunity for a bit of R&R on a deserted Island in preparation for what was to come.



Day number five Monday 7th December.

As scheduled the contractors arrived at around 8 o'clock and their work commenced. We discussed the job and what outcome that I was looking for and when we were all in agreement the first string lines were run out in preparation for the formwork and then it was down to business for them.



My discussions with Michael identified that he would be ordering a little bit more concrete than he required each day to ensure he would not run short.

With this in mind I seized the opportunity to think ahead and decided that the pathway at the southern end of the pits could also be concreted with the left over so I dug it out and put in some rough boxing ready for the waste material to be utilized.

When the formwork had all been put in place the base was raked level it was identified that bit of fill was required in a couple of areas so a few wheel barrow loads of sand was moved back in, then sheeted and the reinforcing mesh placed into position.

These guys made the job look so simple and it was all coming together before your eyes.



By mid-day we had a finished product every thing was prepared for the concrete to arrive at 6-30am Tuesday morning.

First bay all prepared looking East / West along the runway.



When I die I want to be buried in wet concrete. So that over time the plot thickens

*What happened to the escaped convict who fell into a pool of concrete?
He became a hardened criminal.*

Looking West / East along the runway after first day..



Day number six Tuesday 8th December.

It was a 6am start as the first truck was scheduled for 6-30am and the chairs had to be placed under the reinforcing mesh before the pour commenced.

What a way to start the day watching the sun come up and then to be confronted with several truck loads of concrete, it could only get better.



At 6-25am the first truck arrived and setup, from then on it was complete chaos, there were trucks and concrete going in all directions. Trucks lined up driver assisting driver to deliver his load of concrete from both sides of the runway.

Being 8.4 metres wide it was necessary to pour the bays from both sides due to the length of the chute and this would continue until the complete bay which originally contained yellow sand would be replaced with a grey substance.

First truck arrives and setting up at 6-30am



Patiently waiting for concrete to show.



And Bingo, it finally arrives, the first of the concrete had touched down the surface of the new run-way with another 68 cubic metres to follow.



I left my job as a Concrete Worker.

It just seemed to get HARDER and HARDER

The second truck arrives at 6-40am and things did hot up with the first one only partially empty. These trucks carry 7 cubic metres of concrete.



These guys made the task of spreading concrete look so simple and this was just the first load.



*Could this be SWARMS members trying there hand, **No**, this is not the type of work any of our members would be physically capable of it is a hard slog moving concrete around, particularly in 38 deg*



One truck emptied as another moves in to empty his load.



Then there were three, one dumping and two waiting. This is when the pressure was really on the guys.



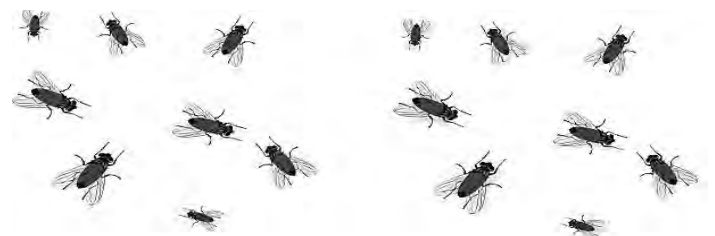
Last truck moves in to unload and the end of the first bay is in site, 27 metres X 8.4 metres was all poured in a little over two hours.



I did say there was to be no flying whilst the contractors were working on site and this Guy turned up with a helicopter



First bay complete and work commenced on preparing the second Bay



Tuesday presented a few challenges with the temperature reaching 38 deg. It also appeared the fly's did not get me message that there was to be no flying at the field whilst the construction of the runway was in progress but the crew battled on.

Day two progress, second bay prepared ready for another 6-30am pour Wednesday.



The completed work on Tuesday 8th Dec from Eastern end of runway.



*The yellow sand changes to black plastic and then changes to grey concrete. **“That’s what we have been talking about.”***



Day number seven Wednesday 9th Dec.

Wednesday was similar to the day before, more trucks more concrete and more flies, however, the pour process was changed and this made it better on the concreters. The time of the truck arrival intervals was also changed and the pressure was relieved in the spreading process.

First truck arrives on day two, sets up and prepares to unload.



This was a very unpleasant day for pouring concrete, or anything else, again we had high temperatures and very strong winds which presented a real problem with the drying of the concrete surface much sooner than the normal time frame.

The process change for the day meant that they would only pour from one side of the runway and work in smaller bays, however, this meant that there was a requirement to move some concrete across with wheel barrows. I did not have a wheelbarrow licence so I could not participate.



End of day two first bay completed and the second bay formed up ready for 6-30am pour in the morning, it is growing in length by the day now 54 metres long.



Day number eight Thursday 10th Dec

Final bay all prepared for the final day of pouring.



Commencement of final pour well under way.



Because of the success of the pour process change adapted the previous day it was also used for this pour working from one side only.

Day three of the pour and the trucks continued to bank up waiting to unload their precious cargo.



With the final dregs of concrete now spread along the entire 82 metres of the runway over the past three days it was pleasing to stand back and reflect on the immense improvement this has created for the club.

What a very pleasant sight this was, watching the final touches being put on the completed surface of the third and final bay.



Two fish are swimming in a river, when one of them hits a concrete wall. He turns to the other and he says...

DAM !

How do you start a concrete race?

Ready.....set

WHAT A GREAT SITE !



The finished product. A runway 82 metres in length, 8.4 metres wide. This could mean that more members can now find the runway when landing, or will they.



At times during the three day pour the field was a hive of activity, with trucks coming and going and it did resemble a parking lot for concrete trucks at one stage.



A few aviation jokes

Two hunters got a pilot to fly them to Canada to hunt moose. They bagged six. As they started loading the plane for the return trip, the pilot said the plane could take only four moose. The two lads objected strongly.

“Last year we shot six and the pilot let us put them all on board. He had the same plane as yours”

Reluctantly, the pilot gave in and all six were loaded. However, even with full power, the little plane could not handle the load and went down a few moments after take-off.

Climbing out of the wreckage, Brian asked Tommy, “Any idea where we are?”

“I think we’re pretty close to where we crashed last year Brian”

There are optimists and pessimists in aviation. The optimist invests the aeroplane and the pessimist invests the parachute.

Overheard on a flight into Regina, on a particularly windy and bumpy day: During the final approach, the Captain really had to fight to control it. After an extremely hard landing, the Flight Attendant said, “Ladies and Gentlemen, welcome to Regina. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate”

Flight attendant, “There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane”

“Your seat cushions can be used for flotation. In the event of an emergency water landing, please paddle to shore and take them with our compliments”

“Welcome aboard Flight 245 to Calgary. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised”

Pilot "Folks, we have reached our cruising altitude now, so I am going to switch the seat belt sign off. Feel free to move about as you wish, but please stay inside the plane till we land...it's a bit cold outside, and if you walk on the wings it affects the flight pattern"

Explaining the use of the controls to a student "If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller.

Unless you pull the stick too far back, then they get bigger again very quickly"

Every one knows the definition of a “good landing” is one you can walk away from. However, a “great landing” is one where you can use the airplane again afterwards.



Opp’s I would say by the angle of the wings this is not a good landing.

Please be extra careful in the arrival lounge when collecting your luggage



The club was given a variety of partially demolished planes with mainly the tail sections extensively damaged and the covering on all the wings had deteriorated after many years of storage in a shed and the couple of motors had seized.

I took all six sections of them to the field to see if any members were likely to show any interest in taking of the task of refurbishing them and strangely there was little interest show due mainly to the poor condition of them and the amount of time required to repair.

I set them out on display in the pits for members to view.



The seagulls came in to see what if anything could be salvaged, Oop's that is Troy, however, due mainly to their condition there was very little or nothing of value to recover. not a lot of interest here but thank you Steve.



It is good to see that Matthew Musitano is starting to enjoy his flying, he has gained a lot of confidence over the past couple of month and has now gone solo on his Ranger 1600, congratulations Matthew.

He also seems to has overcome his allergic reaction to wind as his confidence grows, there have been several Sunday trips to training where he has considered it too windy to fly. Remember Matthew the wind is your friend.



Cyril the Air Ace said don't take a duck flying or you'll likely have a "quackup"

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Santa checking his flight plan for the Christmas Eve flight he does look a little confused



Catch you when we fly into the next edition in 2021. Happy Flying, regards Ron.

