



Propwash

March 2020

From the President



At the general meeting conducted on 19th January a very significant step was taken by the club when it committed to upgrading the East / West runway from existing surface to concrete. This will only become a reality now if members are fully committed to the work as due to budget constraints we are required to provide the majority of labour to complete the task, however, this was discussed prior to it going to a vote I do not think many realise the enormity of the project compared to what we have done in the past.

This is a big commitment and will require all members input to achieve the best outcome on the day, we can ill afford to have a fleet of concrete trucks ready to pour with only a couple of members there to do the work. It is planned currently to commence the upgrade early in October so would appreciate members making a note of this and schedule some time to get involved, further information will be circulated as we progress closer to this time frame.

50 Sheets of the concrete reinforcing wire has already been purchased at a very reduced price and thanks to Ian Humphryson it has been delivered to the field in readiness for commencement of the set-up and pouring in October.

We still require 6 sheets 6 metres x 2.4 metres to complete the project so if any member has any knowledge of where we can obtain this amount don't hesitate to get in touch with me ASAP so we can arrange purchase of same.

Documentation have been submitted for three individual grant application to assist financially with the upgrade and if all are successful we may well be able to achieve a bit more that we have currently planned for.

The boundary fence along the access road is being replaced, with the trees already being trimmed back from the fence line early one flying day and a special busy bee will be called to erect the new one.

Thank you to Robby Crab for his donation of the 50 star picket that he delivered to the field, these will be placed between the wooden posts that are to be erected along the fence line.

There has been some major changes, all for the better, that has occurred at the field over the past 7 years. Towards the end of 2013 a review had to be conducted to indicate what was required to bring the facilities up to an acceptable standard when we applied for a Lotterywest Grant. This was presented in the form of a progressive ongoing plan listing the priorities for completion of the various tasks and the cost involved.

The tasks for completion were as follows:

- a. Construction of new toilet ablution block.
- b. Installation of a septic tank system.
- c. Concrete the pit floor.
- d. Construct a new pit pavilion.
- e. Widen runways by installing drainage pipes.
- f. Concrete taxiways
- g. Upgrade the runways.

It is pleasing to report that all but one of these tasks have been completed and we are currently addressing the condition of the runway surfaces.

We are progressing well into the second half of the flying calendar year with only a little over three months to go to the Annual General Meeting which is scheduled for June 2020.

SWARMS like any other club can only survive if it has a dedicated, committed committee, it is their roll to ensure all policies and standards are adhered to, to review current practices and update policies when deemed necessary and to ensure we comply with AWA and MAAA requirements.

I think that it is often over looked that these elected committee members do not receive any compensation or remuneration for their efforts and pay their fees as do normal club members but there appears to be a perception that they should be the ones to be doing all the work.

We can benefit from the input of all members when there are tasks to be completed and it lightens the work load on just a few, it makes the task more enjoyable when there are a few involved and shortens the duration of the task.

Nominations for committee will be open shortly, give it some thought.

I am constantly asked to conduct maiden flights for members to ensure that their build is complete and is actually flyable, during these flights my main aim is to get the plane up in the sky and down in one piece. The aim of the owner is to get it recorded on film via phone camera of ipad, however, with little success a lot of blue sky and very little plane with most flights.

I am currently trialling this device and when trials have been completed we should have a full flight recorded, via this gopro camera on a bike helmet.



In this edition of the Propwash I have focused on the dangers associated with our sport and how complacency can very quickly bring you undone. Pages 13 and 14 reflect some of these details and if you are a little uncomfortable looking at injuries may be a good idea not to read this during dinner.

When we go to the field to enjoy a days flying it is very easy to become distracted with the things around us and the fact is we do it every week so it becomes just routine for us but we have to stay focused at all times.

Risk Management is something you are exposed to at work it is also advisable to bring a bit of it to the field with you each week.

Statistics are collated form events that have occurred not those that are likely to occur, I have included some statistics of fatalities that have occurred within our sport and you can rest assured that these are only a few form previous years.

I was surprised to see how many deaths were related to flying helicopters, they are not all included on the list as there was insufficient information detailing the incidents.

The message here is when at the field enjoy your flying ensure you:

Stay alert and don't get hurt !

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A group of elderly men were venting their frustrations about the woes of modern technology.

"I just can't ever seem to remember my darn passwords," grumbled one of them.

The other one smiled and said: "Oh really? I can never forget mine!"

"How do you manage it?" asked the first guy curiously.

"Well, I simply set all my passwords to 'incorrect' so that whenever I'm told that my password is incorrect, I'll remember it!"



Troy Lucy had a sports 40 high wing trainer that he had flown the covering off and somehow Dennis Miligan was assigned or volunteered to recover the whole plane. Troy was asked a very silly question, what colour would you like it finished in. Well being a one eyed Tiger supporter it was not surprising that he replied Black and Yellow and that is exactly what he got.

Never seen a kid as excited as Troy was when Dennis placed the finished project on the table in the pits at a Sunday morning flying session, there it was is all it's glory with a tiger emblem on the wing and fin and Richmond on the fuselage. .



It was not long before Facebook went into meltdown with photos and videos being circulated for the world to see.

He did get a few comments from his mates that they now had a target to shoot down during the upcoming football season.

It has since been successfully test flown.

Then the next week along came the son of the tiger 40 also covered in the club colours and signing. The weather was a bit windy for it's maiden flight on the day but I am sure it will see the airwaves very soon.



Here is father and Son on their first outing together.



Typical Kid skylarking around for the camera.



Lexophilia

"Lexophile" is a word used to describe those that have a love for words, such as "you can tune a piano, but you can't tuna fish", or "to write with a broken pencil is pointless."

A competition to see who can come up with the best lexophiles is held every year in an undisclosed location. This year's winning submission is posted at the very end.

- When fish are in schools, they sometimes take debate.
- A thief who stole a calendar got twelve months.
- When the smog lifts in Los Angeles U.C.L.A.
- The batteries were given out free of charge.
- A dentist and a manicurist married. They fought tooth and nail.
- A will is a dead giveaway.
- With her marriage, she got a new name and a dress.
- A boiled egg is hard to beat.
- When you've seen one shopping centre you've seen a mall.
- Police were summoned to a day care centre where a three-year-old was resisting a rest.
- Did you hear about the fellow whose entire left side was cut off? He's all right now.
- A bicycle can't stand alone; it's just two tired.
- When a clock is hungry it goes back four seconds.
- The guy who fell onto an upholstery machine is now fully recovered.
- He had a photographic memory which was never developed.
- When she saw her first strands of grey hair she thought she'd dye.
- Acupuncture is a jab well done. That's the point of it.
- And the cream of the twisted crop:
- Those who get too big for their pants will be totally exposed in the end.

An old man was sitting on the examination table in the doctor's office having his hearing checked.

The doctor poked his light scope in the old man's ear and said: "Hey, you have a suppository in your ear!"

"Rats," said the old man. "Now I know where my hearing aid went."



The September Funfly arrangements will get underway shortly but it will take a lot to beat the event we had last year with a perfect weekend weather wise and a lot of enthusiastic pilots with a wide variety of aircraft in the air over the weekend.

I can only hope that global warming is in our favour again this year as it is the weather that makes or breaks this event. Have noticed that members of the Lakes Model Aero club are already talking about how many sleeps it is to the event.

More detail will be released as we progress closer to the date so keep this weekend free and come and enjoy some time in the sky with our visitors,

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*Jim and his two friends are talking at a bar.
 His first friend says: "I think my wife is having an affair with the electrician.
 The other day I came home and found wire cutters under our bed and they weren't mine."
 His second friend says: "I think my wife is having an affair with the plumber.
 The other day I found a wrench under the bed and it wasn't mine."
 Jim says: "I think my wife is having an affair with a horse."
 Both his friends look at him with utter disbelief.
 "No I'm serious. The other day I came home and found a jockey under our bed."*

At one of our recent Sunday flying session I observed Dennis and Brenda arrive and get out their little trolley from the van push it over onto the area north of the pits and sit down.

From where I was located in the pits it looked like they were setting up for a Sunday picnic, I continued to work around the pits preparing for a fly and some time later I noticed they were still sitting there.



On closer observation it became apparent what they were doing, but still a little concerned I took a closer look and it appeared that Dennis had ordered morning tea and was waiting for it to be delivered by Drone.



Here it is a piping hot Pizza being delivered onto the landing pad ready to be devoured by Dennis and Brenda.

Yes you guessed it they did not share any with the rest of the members we all had to be happy with meat & cheese pies.

A fourth-grade teacher was giving her students a lesson in logic.

“Here is the situation,” she said. “A man is standing up in a boat in the middle of a river, fishing.

He loses his balance, falls in, and begins splashing and yelling for help.

His wife hears the commotion, knows he can’t swim, and runs down to the bank.

Why do you think she ran to the bank?”

A girl raised her hand and asked:

“To draw out all his savings?”

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The other day I was working in the model room, when my wife asked me to pass her lipstick but I accidentally passed her a glue stick. She still isn’t talking to me.

I recently purchased a toilet brush. Long story short I’m going back to toilet paper.

One difference between men and women is that when a woman says “smell this”, it usually smells nice.

Did you hear about the burglar who fell into a cement mixer?

He was a hardened criminal

With the threat of the Coronavirus spreading around the world the airlines took drastic measures to ensure it was not spread via the airwaves a plane seen here ready for take off, masks were used inside and outside the aircrafts just to be sure.



A POEM FOR SENIORS

Another year has passed and we're a little older,
 Last summer felt hotter and winter seemed much colder.
 There was a time not too long ago when life was quite a blast.
 Now I fully understand about "living in the past"
 We used to go to weddings, football games and lunches.
 Now we go to funeral homes and after funeral brunches.
 We used to go out dining and couldn't get our fill.
 Now we ask for doggie bags come home and take a pill.
 We used to often travel to places near and far.
 Now we get sore asses from riding in the car.
 We used to go to nightclubs and drink a little booze,
 now we stay home at night and watch the evening news.
 That, my friend is how it is and now my stories told.
So enjoy each day and live it up... Before your too dammed old. "Go Flying and enjoy"

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A B29 with smoke on doing an impressive fly by, we were lucky enough to have one of our members, Rob Woodhead, delight the crowd many times with his "Dina Might" however, it was without the smoke but still impressive.



A man drives deep into the forest to get rid of his cat. He lets her out at an abandoned place. After one hour he gets a phone call from his wife: "The cat is back." The man growls: "Okay, can you put her on, I got lost and need directions."

One in a million shot here of two planes prop hanging at Orange Model Aircraft Clubs Banjo Paterson Scale Rally last year with the impression one is balancing on the spinner of the other, wonder what the reaction from the photographer was like when he reviewed his photos at the end of the day.

Probably never ever be achieved again with such precision.



It was the Christmas season and the judge is in a benevolent mood. He asks the accused man:

"Well, Mr Jones, what crime were you accused of committing this time of the year?"

"Doing my Christmas shopping early, your honour," replies Mr Jones humbly.

"That's no crime," comments the judge. "What time did you do your early Christmas shopping?"

"Well, just before the store opened sir."

Some of you may have been present to witness the dramatic end to Troy's Hurricane on it's maiden flight when it experiences a very dramatic torque roll soon after the wheels lifted off the ground only to cartwheel across the field resulting in many pieces strewn across the field.

As a result extensive damage was sustained to the front section of the fuselage and part of the port wing which did not look pretty at the time, however, Troy took the pieces home to make a decision on what he would do with the plane.

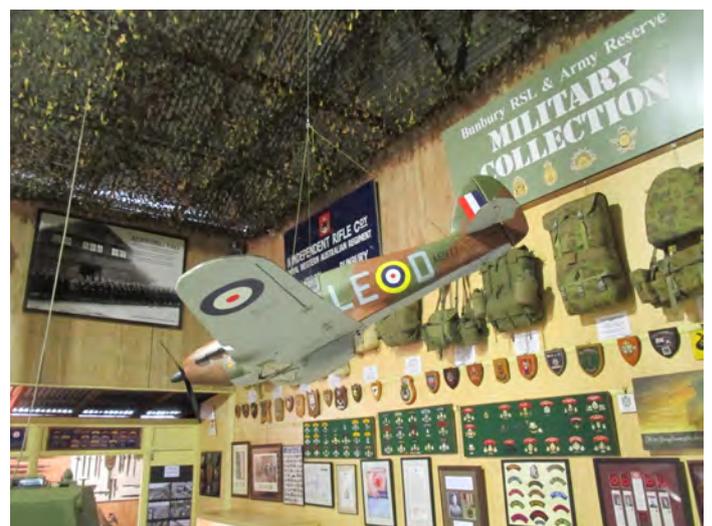
He contacted me to say that he was going to remove all the gear from the plane and that it would go into the bin. Some time previous to this incident I had been speaking to the curator of the RSL museum at the Dardanup Heritage Park and he asked did we have any old war planes that were no longer flying that he could possibly put on display in the museum. At the time of our discussions I indicated that there was nothing avail but I would keep an eye out and if anything came up I would contact him.

With this in mind I asked Troy not to throw the remains of the plane in the bin and that he might like to consider donating it to the museum. He indicated that he would like to see it go to some good use so I brought the pieces home and reviewed the extent of the damage. It could not have been handed over to them in the condition it was in it looked like it had really been to war, so I set about the rebuild of the plane not for the purpose of flying but for a static display in the museum.

After many hour in the workshop it came out the other site looking pretty good (if I do say so myself) so I contacted the curator indicating the rebuild was complete and made arrangements for him to come and collect the model. When he arrived and seen the plane he was ecstatic and indicated it was much better than he had ever anticipated.

It has since been put on display at the museum and it certainly looks the part as it hangs high above other exhibits on display in the museum, thanks' to Troy's donation it will be something visitor can experience for many years to come.

There is no signage to indicate anything about the story as to why it was hanging up there.



Her knocking on the door:

Him: Who is it ?

Her: It's me the love of your life.

Him: Go away I know that my planes can't talk.

Gear up doing a low pass under the camouflage banner at the museum, it looks good this is what the visitor will see when walking directly underneath.



You are driving in a car at a constant speed. On your left side is a valley and on your right side is a fire engine traveling at the same speed as you.

In front of you is a galloping pig which is the same size as your car and you cannot overtake it.

Behind you is a helicopter flying at ground level.

Both the giant pig and the helicopter are also traveling at the same speed as you.

What must you do to safely get out of this highly dangerous situation?

Don't ride the kiddie merry-go round when you are drunk, so get off.



You would have to ask yourself **“WHY”** are people stock piling toilet rolls. Most supermarkets are sold out and those that do have any left have put a limit on how many you can buy.

Renovated toilet here in a display home the house sold within hours of being advertised.



Mistry has been solved it is to be used if and when they all run out of food.



Maybe it is time for modellers to stock up on planes, parts, radios, servos, balsa and fuel for when no one is allowed out into the community or able to go to work.

Come on guys you could not have a better excuse than right now !! Don't miss this opportunity

Dennis Milligan recently acquired a B 51 Mustang which had been built around 15 years ago, however, it had never lifted it's wheels off the ground in that period of time. When the build was completed it was taxied up and down the drive a couple of times then placed into storage until a discussion relating to it's existence occurred and Dennis was very quick to go around and have a look and pick up the model.



When back at the pits it became obvious that this motor mixture setup was entirely different to an OS motor and it was difficult to set the low idle mixture due to the location of the collar, the mixture setting changed when the pin on the collar made contact with the throttle arm at high revs.



After checking it over and with a bit of a tidy up he brought it to the field and you guessed it, he wanted me to do the test flight. After some modifications to a few of the control surfaces it was ready to fire up the motor which was an Evolution model with two very strange high and low mixture control collars fitted to it.



The test flight after a few nervous minutes and a bit of trimming was reasonably successful as the plane settled down to straight level flight, however, after a few circuits at high altitude just to be sure all was good the motor started to falter eventually going dead stick at the western end of the field with the dead stick landing being successful achieved.



With the low idle mixture sorted the plane performed very well on it's second outing.

Propeller Safety !

Install the prop with the curved side of the blade facing forward and tighten the prop nut or bolt with the proper size wrench.

- Recheck the tightness of the nut or bolt often, especially on wood props which tend to compress and loosen more often.
- When starting the engine, keep spectators at least 20 feet clear of the model and out of the path of the propeller.
- Keep hands away from the prop as much as possible. Use a chicken stick or and elec tric starter.
- Keep face and body out of prop arc as engine is started and run.
- Make all adjustments from behind the prop except on pusher prop installations.
- Never throw anything into the prop to stop the engine. Use a kill switch or pinch off the engine's fuel supply.
- Discard any prop with nicks, scratches, splits, cracks or any other sign of damage. Never at tempt to repair, alter or bend a prop.
- Don't run an engine in areas of loose gravel or sand for the prop can throw such material into your face and eyes. It's not a bad idea to wear eye protection.
- Keep loose clothing, shirt sleeves, and other such items away from the prop and avoid car rying objects that can fall into the prop such as pens, screwdrivers, etc.
- Be sure to keep the glow driver wire out of the prop path.
- If a spinner is used, be certain that it's edges are not in contact with the propeller blades.

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**Since this storm started
my husband hasn't
stopped looking through
the window...**

**If it gets any worse I will
have to let him in.**

Helicopters are used for a variety of reason and it is a bit of a thrill to go for a ride in one, however, it is something you would like to do for pleasure and not in the event of an emergency.

The one below is used for work, pleasure, or joy rides.



The Westpac helicopter when activated in the sky is never for pleasure, it is used for all types of emergencies.

Mainly saving lives as a result of a serious incident / accident where it is a priority to get the patient to hospital ASAP which is a preferred method to road transport via an ambulance.

It is also used for search and rescue missions, shark spotting, retrieving personnel from inaccessible areas, also for incidents where time it critical.

You can rest assured that if you require a ride in this helicopter it will certainly not be for pleasure.



*I think my wife has started to show the first signs of Alzheimer's...
She said she can't remember what she ever saw in me!*

Two young boys walked into a pharmacy one day, picked out a box of tampons and proceeded to the checkout counter.

The man at the counter asked the older boy:

“Son, how old are you?”

“Eight,” the boy replied.

The man continued: “Do you know what these are used for?”

The boy replied: “Not exactly, but they aren’t for me, they’re for him.

He’s my brother, he’s four, we saw on TV that if you use these you would be able to swim and ride a bike.

Right now, he can’t do either one.”

The wind has been very consistent at the field over the past few months, particularly on a Sunday which has hampered relaxed flying.

We have still had some reasonable turnouts and for some it has been a good venue to discuss the sport and share experiences over a coke and a hot meat & cheese pie

A few of the planes lined up waiting for the wind to drop all to no avail but the dust was certainly removed off them after sitting in the pits for a few hours.



Q: *Why aren't the Eagles team members allowed to own a dog?*

A: *Because they can't hold on to a lead.*

Q: *What did the Aussie fella do after he finished raking the leaves?*

A: *He fell outta the bloody tree*

Beware, it's Tiger Country !

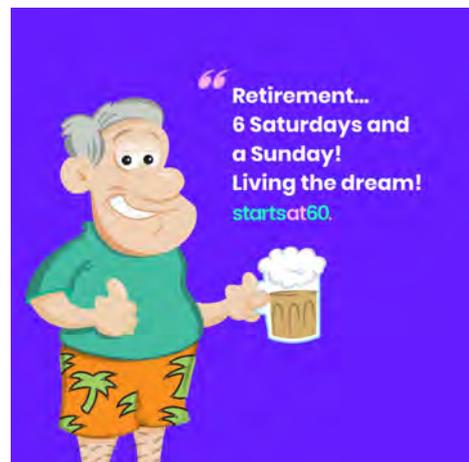


When around older people in semi retirement or they have fully retired it is not uncommon to hear the word **“Boredom”** come up in the conversation, you can only read so many newspapers, you can only drink so many coffees a day etc, etc, and the list of excuses goes on.

To enjoy your retirement you have to have a purpose in life wanting to get out of bed in the morning and do something you enjoy just like you have done for the past 50 or so years or the later part of your life will just pass you by.

It is good to get involved with a club where you can share your interest with like minded people and it will make the transition into retirement a lot more enjoyable.

What ever takes your fancy, there’s no excuse for boredom, get building, flying and experimenting, there are so many option available to us these days, we have never had it so good.



The Asso Champion finally bit the dust, it has had a very up and down life, more down than up, but Sunday 23rd was it's final flight.



It started initially with the centre of gravity being overlooked on it's maiden flight (checking C/G is mandatory Troy) causing the plane to stand on it's tail immediately after lifting off the runway. After picking up the pieces a review indicated a rebuild was the order of the day.

With 12 oz of lead placed in the front after the rebuild to rectify the problem a second flight was undertaken.

On this occasion one of the large lead weights turned sideway causing the lateral centre of gravity to change in flight with the plane going into a spin contacting the ground with some force. Picked up the pieces again and after a lengthy discussion it was decided to do another rebuilt so back to the workshop.

Sunday 23rd was it's final test flight, plane lifted off the runway fine and it appeared that we had won, however, the motor stopped when turning down wind away from the runway and it went into a wing tip stall and was not recoverable.



The pilot sustained serious neck and back injuries as he was projected through the canopy on impact, there were some concerns raised at the scene that he may not had been wearing his seat belt at the time of the impact, however, he survived.

He has since been stood down from all flying duties until a full investigation has been conducted into the cause of the incident.



A blonde is on a four-engine plane crossing the Atlantic.

All of a sudden there's a loud bang. The pilot announces over the intercom,

"I'm sorry, one of our engines has just shut off. We'll be delayed 45 minutes".

Suddenly there's another bang. Once again, the intercom clicks on and the pilot expresses his regret they'll be delayed two hours.

Shortly after, there is third bang and the pilot announces they'll be delayed three hours.

The blonde turns to the guy sitting beside her and says,

"Man, if the fourth engine shuts off we'll be up here all day".



Risk Management

At a flying field recently, a RC Pilot had a terrible mishap with his large Carbon Z Cub. He's not an inexperienced RC pilot. He's been flying large planes, large helicopters for quite some time and now FPV racing quads. He did what he's always done without incident. He was pushing his Cub by the tail down a small hill to the take off area. One of the wheels got caught in a gopher hole. He went around the lift the plane out of the hole.

The plane was energized and somehow, he forgot to activate the throttle cut. Then he stumbled, bumped into the throttle stick and fell into the plane's prop. He took off 3 finger tips at the nail cuticle.

The fingers could not be found but the surgeon said it would have been pointless to try to re-attach them anyway.

So, just a reminder to everyone that these so called, toy foam airplanes can be extremely dangerous. Electric motors have tremendous torque. Even a small one can do some damage. Learn to use your throttle lock and only disengage it when you are away from the plane and about to take off.

DON'T BECOME COMPLACENT WITH YOUR FLYING ENVIRONMENT!

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These are not pretty but a reality this photo is similar to the story above and could be avoided with a little more awareness of the hazards of our sport.



A few deaths in the sport that have been recorded over the years there are probably more.

- Badly designed ground stake pulled out during F3J glider tow, person hit in head, died.
- RC helicopter hit a guys head (the pilot). Killed.
- Spectator killed in Germany watching slope soaring.
- Teenager out walking hit by out of control model in the UK, killed. (x2 one 11yr boy, one 14yr girl)
- Spectators hit by large Pitts model at model air show, 2 killed.
- Flying lawnmower model flew into crowd at US football game, one dead.

A schoolgirl was killed after being hit by a model plane as she walked with her mother and sister.

Tara Lipscombe was struck on the head by the remote-controlled aircraft with a 5ft wing span and knocked unconscious in what was described as a 'million-to-one' chance.

The 13-year-old grammar school pupil was taken to hospital by air ambulance but died three hours later.

A model airplane crashed into a crowd at an air show in southern Hungary on Saturday, killing two spectators. The accident occurred in the town of Ocseny, 90 miles south of Budapest, the capital.

The two people killed were identified as a married couple from the nearby city of Szekszard, emergency officials said, according to state news agency MTI.

The model airplane that crashed had 6 1/2-foot wing span and was being directed from the ground by an experienced German flyer.

According to one of the show's organizers, it was the first time in Hungary anyone was killed at a model airplane exhibit, MTI said.

RISK MANAGEMENT.

MAAA takes a risk management approach and adopts a proactive approach to addressing the risks associated with the hobby to ensure the safety of RC pilots, spectators and other airspace users.

What does this mean for us as PC Pilots? RC Pilots should have an understanding of the hazards that are associated with the hobby and how to deal with them before they occur.

Common Safety Hazards.

- Detailed below are some common safety hazards that can be found at RC flying sites that may be overlooked at times.
- Putting fingers, hands, arms, and other body parts into the path of the propeller or rotor bladed.
- Burns from exposure to burning fuel, exploding batteries, very hot electric motors and exhaust manifolds on nitro and gas motors.
- Being hit by flying or taxiing RC aircraft or parts of an aircraft.
- Damage to property and equipment which are struck by out of control aircraft.
- Damage to hearing by exposure to excessive noise from sources such as internal combustion engines.
- Exposure to sunburn, heat stress, insect and snake bites and a variety of other hazards that can be found at a flying field.

While these are just some of the RC related hazards there are others that come from normal club activities such as mowing and trimming grass, operating motor vehicles, boiling the kettle etc.

An awareness of potential safety hazards is the first step in being prepared to deal with or mitigate these safety hazards.



There were three men in a boat, they were all smokers.

They had 4 cigarettes but no cigarette lighter.

What did they do ?

They threw one cigarette over board and made the boat a cigarette lighter

Common Safety Arrangements.

Listed below are a few of the common/standard safety arrangements found at most clubs. As these do differ greatly from club to club the RC pilot must take responsibility for understanding the local arrangements and ensuring they stay safe.

- Club rules and safety procedures.
- Field layout and safe flying zones.
- Frequency management, frequency board keys.
- Safety arrangements in the pits, ie: No starting motors, No taxiing of aircraft, No arming electric motors etc.
- Flight line etiquette (cooperation and communication with other pilots when flying) - calling take off, landing priorities when dead stick, calling landings etc.
- Action on a full size aircraft, helicopter or hot balloon entering the flying area.
- Other potential hazards and how to deal with them.
- What to do in the event of an accident.



Treatment for a propeller laceration like this !!

Apply clean pad and apply direct pressure over the wound, bandage wound.

Elevate hand and seek medical aid.

Catch you when we fly into the next edition in 2020. Happy Flying, regards Ron.

