



# Propwash

# April 2021

## From the President



Welcome SWARMS members to another Propwash. I don't know about you guys but these seem to be coming thick and fast, either that or I'm getting old and time passes quicker. Anyway wouldn't be possible without Ron so from all the members a huge thank you.

As you all are aware we are putting in proposals for more work around the field, which I'm sure Ron covers further in the news letter. It has been pleasing to see quite a few people around the club recently enjoying the facilities and each other's company. Thank you to those that are able to help with mowing, cleaning and up keep as it would be hard for the club to continue without it.

Next weekend is warbirds at KAMS in Perth and it would be great to see a few SWARMS shirts there in support. It would also be a great opportunity to gather ideas for our club on how to run events like these at our facilities and also network with like minded people in rc modelling.

Hope to see a few of you's there. On that note I hope you all are thinking of ideas for our club to put forward for the fun fly and any other events that you may consider would be worth looking at, nothing is off the table so please suggest away.

It may seem a bit early, but as mentioned earlier time flies, so please start thinking about nominations for committee positions. From here to the end of June I will continue to remind you all. These are very important for a club like ours to not only continue but also grow and prosper, which I'm sure we can do.

So seriously have a think and it is not as onerous as you may imagine and you have great people to help you.

Please continue to fly and enjoy this great sport and camaraderie. See you all at the field and thanks.

Bill Darnell  
Chief Crash Instructor



***You build on failure. You use it as a stepping stone. Close the door on the past. You don't try to forget the mistakes but learn from them, but you don't dwell on it. You don't let it have any of your energy, or any of your time, or any of your space.***

***Just rebuild and get back in the sky.***

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***With everything that has happened to you at the field, you can either feel sorry for yourself or treat what has happened as a gift. Everything is either an opportunity to grow and rebuild or an obstacle to keep you from growing. Don't place it in a bin.***

***You get to choose enjoy your experience.***

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***I, not events, have the power to make me happy or unhappy today. I can choose which it shall be.***

***Yesterday is dead, tomorrow hasn't arrived yet.***

***I have just one day, today, and I'm going to be happy in it.***

***So lets go flying.***

*From the Editor*



Well there has been much better weather over the past couple of months with the wind dropping off a little and members have been out enjoying a bit of time in the air, however, that has equated to some bash and crash events requiring some major rebuilds or in some cases debris places permanently in the bin.

Some of those events have been captured along with photographic evidence and are enclosed here in this edition of the Propwash.

With the MAAA field improvement grants now open the committee have been looking at making an application to continue with the improvements around the field. The maximum amount we are eligible to apply for is \$5,500 applications closing on 1st May 2021

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On the 31st March it was a unique event the 100th Anniversary of the RAAF with celebrations over Canberra with a flyby of a variety of aircrafts. I have included a few photos in this document, however, there was a live telecast of the event which I watched very good footage available:



*There are three kinds of men.  
The one that learns by reading.  
The few who learn by observation.  
The rest of them have to pee on the electric fence for themselves.*

*The Easter weekend was a bad weekend for Troy, first the "TIGERS" went down and then his plane went down.*

Sunday 4th April the carnage continued, Troy had acquired a Boomerang 60 airframe and had fitted it out and brought it to the field for final setup and testing and to run the motor up..

The day was not conducive to flying with strong winds and rain battering the field during the morning so all the time was spent on getting this plane ready for it's test flight. Up until lunch the pits were the only place to be as the bad weather persisted, however, during the lunch break things started to improve, the sun came through the clouds and the wind started to drop so it was time to get into the air.

Taxi down the runway was predicable into the wind and the wheels lifted off the concrete surface and reached a height of about 2 metres the plane was buffeted a little by a wind gust and dropped the left wing slightly.

I was in control of the flight so I moved a bit of right aileron in to correct this deviation, however, there was little or no response so I moved the stick a little further to the right and the plane continue to deviate further to the left dropping the left wing dramatically. It made contact with the ground on the left wing tip and cartwheeled back to earth.



The accident investigation team convened in the pits and sifted through the debris to find the contributing factor to the crash and nothing could be found, until Troy plugged the leads back into the receiver to find that "HE" had the ailerons reversed on the radio.

This is the first time in my flying career of around 30 years I have brought a plane back home in a plastic bag in my trailer. The wing is ok !

It will be repaired (by me) and put back in the sky !!

Bill was introduced to the replacement mower on Sunday and given a full induction on how it operates, after a sort time behind the wheel the mower stopped and Bill seemed a little confused as there was nothing in the induction to cover what he was experiencing so he asked for some advise.



*There were some meaningful suggestions from the pits, some that could not be printed here, but one resulted in this action being taken, however, he could not get it going fast enough to cut any grass.*



The next induction is planned to include the need to have adequate fuel to complete the task at hand.



Life member Dennis Green has been around the club enjoying his flying for many years, however, with the years catching up with him effecting his mobility he has found a way to overcome this and continues to enjoy some time in the sky.

Captured here on Sunday 28th march totally relaxed sitting back looking like some secret agent with the camera situated on his cap capturing the action.



*With some recent flight results reported in this edition there are some members who could do with this tee shirt.*



Trevor Wilson is getting a bit more confident with his flying and was talking about expanding his skill level and getting into a bit of aerobatic flying so he obtained this foam Voltiger model from Hobby King, the build is complete and it has had it's maiden flight. It is a sports plane capable of 3D flying but Trevor indicated he will only be doing a few minor manoeuvres he does not want to tear the wings off just yet.

We experienced a few teething problems on the first couple of flights mainly what appeared to be a lagging response to the elevator and it was found to have some foam chaffing on the end of one surface.



With a little more experimental trimming I am sure he will have a plane that will give him what he is looking for that is a bit more of an adrenalin rush.



*A small, elderly man slowly shuffled into an ice cream parlor and carefully pulled himself onto a stool at the counter, wincing the whole time. After a moment of catching his breath and wiping his brow, he ordered a hot fudge sundae. Writing down his order, the waitress asked, "Crushed nuts?" "No," he breathed wearily. "Rheumatism."*

With the completion of the concrete runway most members have seen the finished product and some have actually landed on it but we have not seen it from above.

Eric Bevan was at the field on Sunday 4th April with his DJ Mavic drone and took these pictures whilst circulating above the field, thank you Eric.



*As can be seen here it is a large quantity of concrete, there is no reason for you to miss this strip.*



*The view your pilot observes when on final approach to the field, in some cases it might be a good idea to let him line it up for your landing.*



As indicated Trevor Wilson was keen to take his flying to the next level and he heard that the RAAF where in Busselton doing some flight training with their Jet aircraft and thought what a great opportunity to get the adrenaline running.

He ventured down to see what was on offer, however, he could not convince the squadron leader that he was a pilot and told him he was competent flying foamie's and it was made very clear that he was not going skyward in these beasts but he did get a couple of photos.



*I'm so old I remember when "Log on" meant throwing some wood on the fire.*

*I stayed up all night and tried to figure out where the sun was.  
Then it dawned on me.*

*Max Stanley (Test Pilot) "The Piper Cub is the safest airplane in the world... It can just barely kill you"*

Robert Balloch advised me that he had constructed his first ARF Balsa and ply Plane , Its the Dancing Wings Stick 14 electric 4S Powered Trainer.

He constructed it over the long weekend putting the finishing touches together, Servos, Power system and Receiver ready for the maiden flight.



Unfortunately the maiden flight did not go to plan, take off was ok but there appeared to be inadequate throws on the flying surfaces. After gaining a little height Rob made a right turn and the plane was very sluggish with the responses.

Maintaining the right turn back towards the runway and not able to get any more height the plane made contact with a tree at the western end of the field coming to land causing some repairable damage.

We've heard that some of your favourite artists from the 1960s are revisiting their most famous hits and most are in the age group to remember, rewriting the song titles and lyrics to accommodate ageing Baby Boomers. What do you think of the following song titles?

'How Can You Mend A Broken Hip', The Bee Gees 'Mrs Brown, You've Got a Lovely Walker', Herman's Hermits

Roberta Flack's 'The First Time Ever I Forgot Your Face'

Johnny Nash's 'I Can't See Clearly Now'

We predict Paul Simon's 'Fifty Ways to Lose Your Liver', The Commodores' 'Once, Twice, Three Times to the Bathroom' and Procol Harum's 'A Whiter Shade of Hair' will be classic hits once more. Leo Sayer's former hit is now titled, 'You Make Me Feel Like Napping'.

Who wants to listen to The Temptations' 'Papa's Got a Kidney Stone' or ABBA's 'Denture Queen'?

Tony Orlando has 'Knock Three Times On The Ceiling If You Hear Me Fall'.

The Helen Reddy hit will be re-released as 'I Am Woman; Hear Me Snore' and Lesley Gore's tune will be now titled 'It's My Procedure (And I'll Cry If I Want To)'.

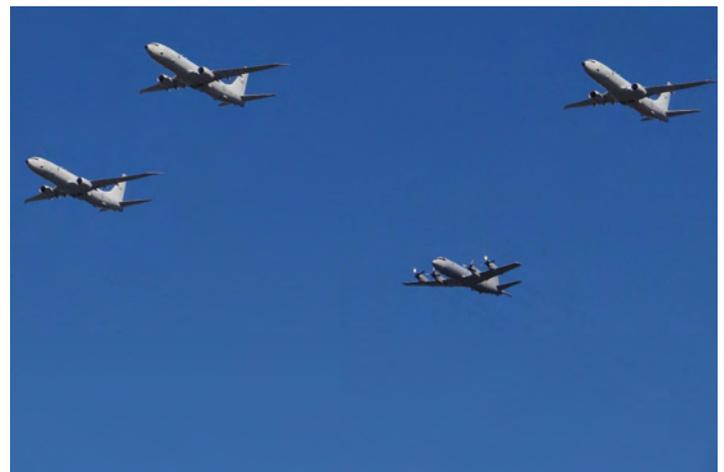
Finally, we hear Willie Nelson will be re-releasing his hit song with the title 'On The Commode Again'.



This picture should make some of our members featured in this edition happy, it shows that they also crash planes at the Warwick Aero Modellers (WAM) Anyone in the sport who says they have never crashed a plane is telling a "PORKY" it happens to the best of us and if you are lucky enough to have been able to say this you have not been in the sport very long, it will happen.



*More RAAF anniversary display pictures.*



Leigh Thomas is a newer member with the club and fly's both fixed wing aircraft and helicopters but is yet to try out the new runway, WHY, because he also has his own private plane which he is currently working on with a motor change out and routine maintenance of his Yak 52 he has been kept busy.

It was in need of a new engine and he found it impossible to purchase one at the hobby shop so not sure if he Googled it or not but he did find one and it has since arrived and he indicated that now the fun begins.

***The Yak totally immobilized on stands waiting for the new motor to be fitted***



***The radial motor unpacked and being prepared for installation.***

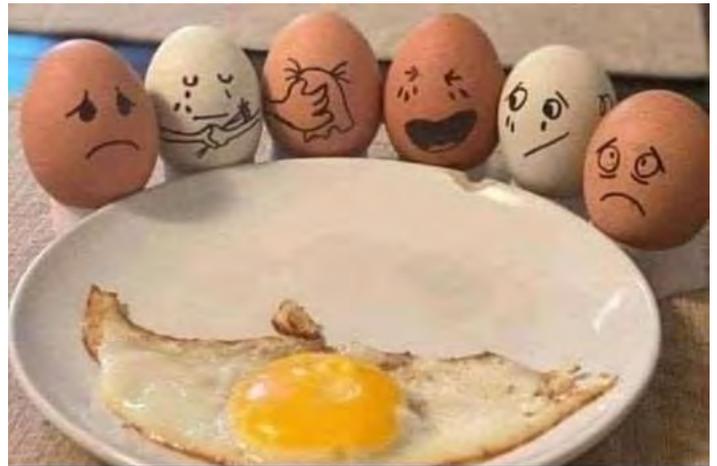


***Before marriage, a man declares that he would lay down his life to serve you; after marriage, he won't even lay down his newspaper to talk to you.***

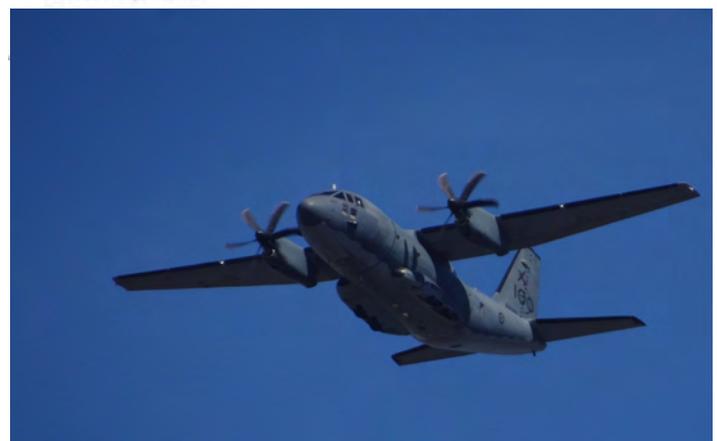
***A bit of healthy advise for all.***

\* Eat whatever you like because -  
 The inventor of the treadmill died at the age of 54  
 The inventor of gymnastics died at 57  
 The world bodybuilding champion died at 41  
 The best footballer in the world, Maradona, died at 60  
 And then -  
 The KFC inventor died at 94  
 The inventor of Nutella died at 88  
 The cigarette maker Winston died at 102  
 The inventor of opium died at 116 in an earthquake  
 The inventor of Hennessy died at 98  
 How did doctors come to the conclusion that exercise prolongs life?  
 The rabbit is always jumping but it lives for around 2 years and the turtle that doesn't exercise at all, lives over 200 years.  
 So, rest, chill, eat, drink and enjoy life.

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He died last fry day. Thank God he wasn't beaten. Don't worry, he went over easy. He's now on the sunny side. He's definitely in a better plate.



*Story of the Spitfire*



The first Spitfire – the Mark I pictured – entered service with No. 19 Squadron at RAF Duxford, Cambridgeshire, August 1938. The Squadron flew Spitfires for the whole of the Second World War.

Although the 1930s was a period of relative world peace, the government had grown increasingly alarmed about the scale of Germany’s rearmament after the accession of Adolf Hitler in 1933 and the likelihood of aggression from the air in any future conflict.

The Air Ministry put in an initial order of 310 Spitfires from Supermarine which hugely expanded and modernised its factory at Woolston, Southampton for Spitfire production. A sister factory was also built at Itchen nearby.

Driven by concerns about the vulnerability of aircraft production to possible enemy bombing and the urgent need to maximise the production of aircraft and other military hardware, the government devised an official ‘Shadow Factory’ scheme in the lead up to the Second World War.

Existing manufacturers, particularly the motor industry in the Midlands with its skilled workforce and mass production capabilities, became ‘Shadow Factories’ – turned over to making different parts for aircraft, including the Spitfire. In addition, several new purpose-built factories were constructed. Plants and sites, some underground, were chosen well away from the south coast of England which was particularly vulnerable to German air raids.

By the end of the war, the Castle Bromwich factory had become the largest manufacturer of Spitfires in Britain, producing over 12,000 at the rate of more than 300 a month.

During the Battle of Britain, the Luftwaffe fought unsuccessfully to establish air superiority over the Royal Air Force (RAF) as a prelude to Hitler’s planned invasion of Britain.

During the eleven terrible weeks of the Battle of Britain, when the future of Britain hung in the balance before the RAF gained air supremacy over Germany, RAF Spitfires shot down a total of 529 enemy aircraft. 230 Spitfires were lost; their pilots, killed or injured.

Germany wanted to annihilate Spitfire production, with the Supermarine Spitfire factories at Woolston and Itchen prime targets.

After concerted air raids on Southampton and its docks in 1940, the Luftwaffe bombers succeeded in hitting both factories on 24/26 September. On the 26<sup>th</sup> itself, 55 men and women were killed and 92 injured across the city. A large number of the casualties were aircraft production workers.

In the months before the fatal raids, Supermarine – who recognised the vulnerability of their factories – had already begun identifying suitable local premises and moving equipment. Now, in a logistical and engineering feat, Supermarine’s Spitfire production was dispersed to 28 small requisitioned sites in and around Southampton – each making different parts and hidden away in workshops and garages, as well as in buildings such as the Hants & Dorset bus depot and the Sunlight Laundry.

The workforce, many of whom were new employees – including young men fresh from school and young unmarried women, all of whom had to be trained up – operated in secret. Buildings were also requisitioned in towns and cities in southern England, such as Reading in Berkshire, and Salisbury and Trowbridge in Wiltshire. All would prove difficult for the Luftwaffe to spot from the air.



Supermarine rented and constructed several hangars at Southampton Municipal Airport where the Spitfire components were delivered and assembled.

This was before the finished aircraft were test flown and delivered to RAF stations by the civilian Air Transport Auxiliary.

The Castle Bromwich Aeroplane Factory in Birmingham, which had become the main centre of Spitfire production, survived the Luftwaffe's bombing raids, remaining relatively unscathed throughout the war.

At the outbreak of the Second World War, Britain was still grappling with enormous debt from the First World War (1914-1918) and the fallout from the Great Depression of the 1920s.

Lord Beaverbrook launched the Spitfire Fund in May 1940. The Spitfire was given a nominal value of £5,000. Donors were encouraged to buy a component – from a rivet for 6 pence, a spark plug for 8 shillings, a gun at £200 and a wing priced at £2,000.

The Spitfire Fund caught the public's imagination. Donations poured in, from children contributing their pocket money, to fund-raising by voluntary organisations, churches and businesses; from appeals co-ordinated by local newspapers, to contributions from Allied countries abroad.



*Completed Spitfires lined up outside the factor after coming off the assembly line receiving final preparation prior to going into battle.*



An RAF Battle of Britain Memorial Flight silhouetted in a fly-past of five Spitfires, with their distinctive elliptical wings, and two Hurricanes (centre and bottom far right),

The mission of the RAF Memorial Flight, based at RAF Coningsby, is to maintain historic aircraft in an airworthy condition as a living memorial to those who lost their lives in the service of their country.

The Flight, which flies regularly to celebrate and commemorate public and military events, operates six Spitfires, two Hurricanes, a Lancaster, a C47 Dakota and two Chipmunk aircraft used for training.

Story by Nicky Hughes



Wednesday 17th March St Patricks Day and a few members took advantage of the perfect weather to do a bit of flying, however, this little green gremlin was present at the field all day and seemed to take control of several flights ending in damaged aircrafts.



Maybe we should have had a lucky Shamrock there on the day.



It was also a momentous day for one particular member, Dennis Milligan, who arrived in the pits with a "VERY" modified Bixler and proceeded to the flight line to fly solo, yes, without any assistance. This is a first for Dennis in the 8 odd years he has been an active member of the club.

***The modified Bixler fitter with an electric ducted fan motor without the ducting.***



Dennis actually took off and flew around for a considerable amount of time and appeared to be really enjoying himself and eventually landed without mishap. A later flight determined it did need some trimming which I did and he continued to enjoy the experience.

Throughout the day he has several flight and at one stage after landing and checking the battery he was surprised to see that the reading was 1% on one sell and 2% on the other two which indicated that he was really enjoying his flight time.

***Looking pretty pleased with his flying achievements and modification back in the pits after the flight.***



Bill Darnell was the first casualty of the day, whilst flying his electric powered Trojan he was setting up for landing and whilst on his base leg flicked the switch to lower his undercarriage. It became very apparent that there was something wrong as the plane now failed to respond to any radio inputs.

Yes, gravity took over and it came to rest quiet some distance from the runway which constituted a lengthy walk to retrieve.

On arrival at the scene it soon became apparent that the switch he activated was indeed the radio isolation switch and not the undercarriage switch.



John Frings was the next to have a problem with the little gremlin, he was flying his nitro powered sports plane when he experienced a problem and the plane descended rapidly into the fence at the Western end of the field.

Investigation revealed he had stripped an aileron servo causing immediate malfunction with the right stick movement becoming ineffective.

*I found the remains of the plane stacked away in the car ready for the trip home.*



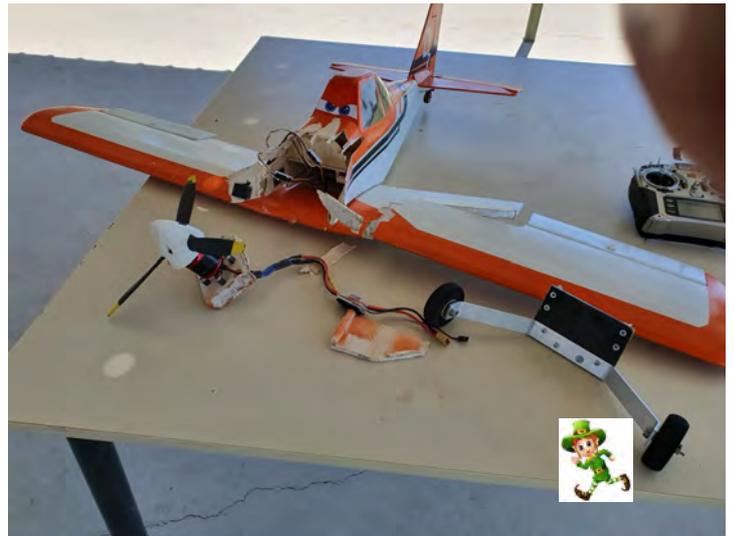
Dennis Milligan decided to give “Dusty” the little Ag Wagon some air time and we proceeded to the flight line, it flew well for a short period of time and then unexplained things started to happen.

A spin, roll and a dive and I found the radio in my hands and I was able to get it back on track in level flight so I handed the radio back to Dennis. After a short period it did the same, however, by the time I got the radio all contact with the plane appeared to have diminished and “Dusty” hit the dust, not a pretty sight when we arrived at the crash site.

*Brave little plane he never closed his eyes once.*



*Not sure if he will be “DUSTED” off and get back on the rebuild table at the stage.*



Trevor Wilson had constructed a dancing wing Kit , it had been completed for some time but he was waiting for a suitable day for the maiden flight, Wednesday proved to be that day.

I had been given the radio for the initial flight and to complete the trimming prior to handing the radio back to Trevor for a fly of his new creation.

The plane was now cruising around in a comfortable flight pattern when something appeared to effect its behaviour in the sky, it soon settled to a more stable flight but only for a short period. I started to go into a wing tip stall and spiralled out of the sky.

As the plane progressed rapidly to the ground I found the radio back in my hands and by applying the necessary inputs to prevent contact it appeared that it was all to no avail nothing was happening apart from a rapid decent, I was able to reduce the throttle.

On investigation very little damage was sustained as a result of the unceremonious landing.



When we arrived at the crash site and reviewed the damage it quickly became very evident what had caused the malfunction.



The balance plug on the battery had moved and lodged it's self hard in between the two servo arms of the elevator and the rudder causing them to jam and this caused their inability to move.

Considered to be a one in a million chance of happening whilst in flight, but it did and as a result Trevor has a few repairs to make before it goes back in the sky.

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Terry McNab has a Dancing Wings Stick 14 electric 4S Powered Trainer which I believe had been in a mishap previously but repaired.

It was sitting back in the pits waiting for it's turn to grace the sky, and the time had come. It was taken out onto the runway and prepared for it's first flight after repairs.

Full throttle down the runway wheels lifted off and the plane immediately veered to the right cartwheeling to a stop not far from where it had started from.

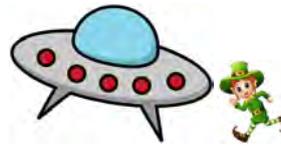
Back in the pits it was found to have far too much right incidence on the motor causing it to aggressively turn right, some packing will be required on the motor mount to rectify the problem. Did not get a picture of the end result but it was not major damage.

*When I'm not in a relationship, I shave one leg. That way, when I sleep, it feels like I'm with a woman.*

*Sometimes you lie in bed at night, and you don't have a single thing to worry about... That always worries me!*

*At the end of the days flying and after 6 crashed planes the little green man was seen getting into his space ship and leaving the field.*

*Happy St Patrick Day*



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The carnage continued into Sundays flying on the 21st March, due to the Green Gremlin having left the field after Wednesdays fiasco every effort was made to identify the immediate causes of these incidents.

Troy's crop duster was performing well in the sky when he experienced a motor failure, the dead stick occurred in a good position down wind that would make it easy to get the plane safely back on the runway, however, a large tree at the southern end of the field stepped out in front of the approaching plane.



I might just add that Troy has been in this situation previously having put his Boomerang 40 in a similar position early in his flying career, but not the same tree.





Dennis Milligan was not so lucky when he lost all control due to a receiver brown out and the plane was not retrievable from the flight position it was in at the time.

It continued to plummet out of the sky towards the ground in what seemed to take a long period of time until it made contact in the paddock over the road on the Southern end of the field.

It was not a pretty sight when we reached the crash site debris was scattered all around the scene, motor buried in the dirt detached from the plane, wing was removed from fuselage on impact and the fuel tank had been crushed back and reduced in size.

It appeared that the pilot may have ejected prior to the impact as he was not visible at the crash site so we proceeded to search the area for any signs of life. Looking through the long grass for him was like looking for a needle in a hay stack, we really needed to conduct an interview with him into the real cause of the crash which he may have been able to help with details prior to impact.



We were saddened to find that the pilot was deceased he had lost his head in the impact and was not able to shed any light on the details leading into the crash. Dennis retrieved the head from the site and said I will get "ahead" of you whilst walking back to the pits.

*RIP Fred*



*It was very evident that the final assessment revealed the plane suffered a terminal impact.*



*After consultation with the relevant Shire it was agreed that all plane refuse should be placed in a special "BLUE" bin.*



### The Stall

The stall, or more accurately the inadvertent stall, has probably caused more RC planes to crash than any other cause. The safety of your airplane depends on your knowledge of its slow-speed handling and stall characteristics. To minimize the number of crashes due to stalls, the pilot must understand the principles of what makes a plane fly and how to make practical use of the information.

First, we must understand how the wing supports the plane in flight. As the plane moves through the air, the amount of lift is determined by the particular airfoil and its angle of attack (AOA). The AOA is the angle formed by the wing's chord line and the on-coming airstream. The other primary factor in the amount of lift is the speed of the airfoil through the air. A stall will occur when the AOA exceeds the wing's critical angle of attack. At this angle, the lift suddenly decreases and the drag increases, resulting in the plane losing altitude very rapidly.

The pilot has control over the AOA with the elevator. For example, if the pilot inputs up-elevator the tail drops and the nose rises, which increases the wing's AOA. An important point to note is that the plane can be moving in any direction, including straight down, and a stall will occur if the AOA is exceeded. The only way to recover from a stall is by decreasing the angle of attack below the critical angle by pushing forward on the elevator. By learning your plane's slow-speed and stall behaviour, you should be able to avoid getting into an unintentional stall situation in the first place.

Take your plane up high; reduce the throttle while increasing the elevator deflection to maintain your altitude. As it slows, note how the plane reacts to your control inputs, and when it does stall, note if a wingtip drops or if it stalls straight ahead. Recover from the stall by lowering the nose to gain flying speed. Adding power will speed the recovery and minimize altitude loss. Practice this until you can recover with the wings level. All models stall differently, so you'll want to learn your model's characteristics.

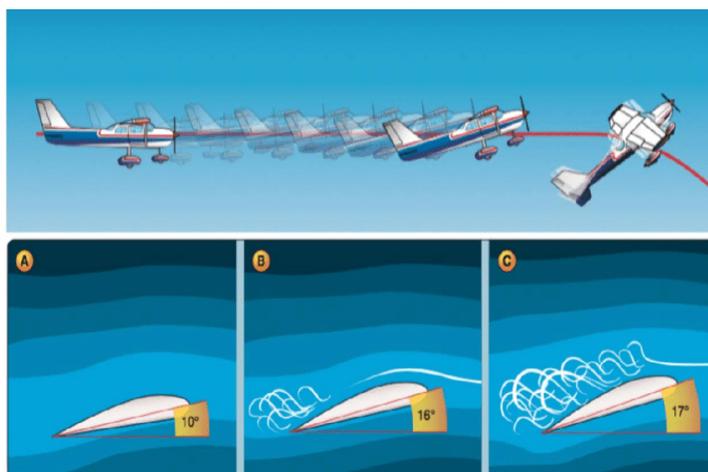
Spins are an exciting aerobatic manoeuvre when done intentionally, but an unintentional spin close to the ground will spoil your day. A spin cannot occur unless the plane is stalled. If at the moment of stall there is a yawing moment, an autorotation will commence. The spin is caused by a complex series of events. If rudder is applied as the wing stalls then it will cause one wing to drop. For instance, if left rudder is applied with up-elevator, the left wing will move downward and rearward resulting in a left roll.

The left wing will therefore have a greater angle of attack and slower speed relative to the right wing. The right wing will essentially be less stalled than the left wing resulting in autorotation about the spin axis. In the fully developed spin, the aerodynamic and inertial forces are stabilized into a predictable pattern of rotation.

The rotation, airspeed and vertical speed are stabilized and the descent path is vertical. Unless something is done, the spin will continue.

Turns in the landing pattern can lead to spins if a skidding turn is attempted. A skid is when too much rudder is used for a given bank angle. Often a pilot will use rudder when overshooting the turn in order to avoid a steep bank angle. This is the recipe for a spin.

If you find yourself in a spin, most planes will recover easily by letting go of the controls and letting the speed build up. Some high-performance planes require opposite rudder and/or down-elevator to recover. Use caution during the recovery as the speed can build up quickly. Also, avoid a secondary spin during the recovery by not using excessive up-elevator. Every plane has its own peculiar spin characteristics, so make sure you try spin recovery at high altitudes.



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

