



## Propwash

### *From the President*



Welcome everyone to another Propwash. By the amount of emails from the cameras at the field that I have had to delete there must have been some good flying weather whilst I've been away in the desert. Really good to see members enjoying themselves when the opportunity arises and utilizing the facilities that you all have worked so hard for. Speaking of facilities the roofing materials for the pavilion and machinery shed have been ordered.

By the sounds of it the EDF day went well and maybe something for us to work on holding annually at the field much like the up and coming Funfly. I know Ron probably has photos and story in the following pages, hopefully.

Don't forget that the General Meeting is being held at the field Sunday 29th August and it would be great to see as many people there as possible to discuss the Funfly weekend in September as well as other important items on the agenda.

Short and sweet from the President this month but hope to see you all soon and share some sky together. Just remember though to keep a fare distance from my plane as it can be unpredictable/erratic at times.

Enjoy and over to you Ron.

Bill Darnell



## August 2021

Despite COVID interruptions mainly amongst the Eastern States clubs, we have been more fortunate here in the west with very little disruption to our flying, and we have had a lot of opportunities to fly.

How many of you considered trying something new over the winter months like getting into something that gives you some docile flying like gliders or perhaps getting into competition flying which gives you a bit more of an adrenaline rush.

With the amount of water around the field recently how many considered trying flying off water, a personal favourite for some. Most aircraft will take a set of floats and there is details on our web page on how to make a set of floats, or you could consider a flying boat.



There are lots of great designs and models to try out these days mostly ARF, not too many members are into kit building these days. When you look around, particularly on line there are lots of inspirations to get you excited about trying something new.

I would like to see a bit of night flying at the field this year, I know that some members have lights ready to be fitted so lets get something arranged.

Like many of us during the wet winter months I am sure that you had plans to build something new, not sure how many achieved completing a project. It could have been from a kit, a set of plans, a laser cut kit or even a new ARF. Over the next few months we should see these projects on the flight line.

*From the Editor*



With current members and new members forming a queue to join and paying their membership fees for the new flying year it looks like numbers will continue to increase.

Welcome to these new members who have chosen to join the club this year Jaden Van loggerenberg, Matthew Cabala, Peter Dustin, Simon Mann, Keith Huckle, Matthew Behere, Trevor Wachmer and Shane Ballingall.

We hope you each enjoy the experience and have many safe happy flights with like minded members who enjoy the challenge of building and the sport of flying radio controlled model aeroplanes.

The weather has not been all that kind over the past eight weeks or so which has meant there has not been lot of time in the sky for members, however, when the rain and wind goes away the members are quick to come out and play.

Wednesday 4th August seen a great day for flying and many members took the opportunity to get some air time the pits were full of tables and members.



*The resident bird life that interact with the models during our flights over the field have lodges an official complaint. Still waiting for a response from the eagles. (No, not Dennis or Ian)*



*Some even had problems remembering how to bind and set up a new radio but the end result was a pleasing experience.*



With the winter challenges and restriction imposed on us it is a great time to do some maintenance so that all your models are ready for spring.

Check your batteries: A bit old? Puffed LiPo's not balancing up, or have damaged packing? Is it time for a replacement?

Inspect your propellers: Are they balanced or damaged? It's a great time to do preventative maintenance.

Check your airframe: Flying surfaces and hinges.

These checks will ensure that when you arrive at the field there are no surprises or disappointment. The community of aeromodelling has always had a great culture of sharing and support.

A message to our new members your club, its members and friends are here to help you improve your building, flying experience and for that social exchange that we all look forward to, don't hesitate to ask for assistance if needed.

### Electric Ducted Fan Jet flying day.

Sunday 15th August provided to be a great day out for members and visitors to enjoy the Electric Ducted Fan Jet funfly.

The day started out a crisp clear morning with a number of visiting pilots attending the event, there was a variety of models located in the pits ready to grace the sky's and the flying did not disappoint.

The pilot briefing gave SWARMS an opportunity to welcome the visiting pilots, however, they had not all arrived at this stage.



Some of the attendees found that lining up along the pit fence (I did not say like Gala's or are they social distancing) in the morning sun was the only warm place to be but the temperature did improve as the morning progressed.



*As I was getting in bed, she said, "you're drunk"  
I said, "How do you know?"  
She said, "Because you live next door."*

*There was a variety of EDF jets on display in a range of colour schemes that performed over and over in the sky for the duration of the day.*



*My psychiatrist told me I was crazy and I said I want a second opinion.  
He said okay, you're ugly too.*

Electric Ducted Fan Jet flying day.

We had a variety of model of all shaped and colours that performed in the sky during the day.



We seen this green model do a touch and go at full speed, not that that is anything spectacular, however, it was when the undercarriage was still in the up position. (good thing it was on the grass)



These two models are lined up ready for some time in the sky, they performed a bit of formation flying which proved to be quiet spectacular from the pits, however, there were a few ooos and arrrs as they appeared to come in close proximity of each other.



This model does not look like it would be fast in the sky due to its bulky appearance but it proved that you should not judge a book by it's cover it was very slippy around the sky.



**Electric Ducted Fan Jet flying day.**

There was only one Oop's moment when a Vampire jet made contact with the ground surface at full power and this was the result, oh, did I say that Andrew was at the controls.



The pieces of aircraft were spread over a large area of the field as a result of the contact and a spectacular cart wheel.



From all that to this in just three days and it flew again.



John Frings wanted to be part of the action so he fitted a ducted fan unit to the top of his racer, we did not see how it performed as he removed it prior to his first flight of the day, but it looked good.



The spectators made themselves comfortable in the pits basking in the warm spring sunshine enjoying the action above them.



The two modified ducted fan Bixlers of Dennis and Trevor made an appearance during the day and they performed well.



**Electric Ducted Fan Jet flying day.**

Dennis Milligan appears to have been a bit confused with the dates, he completed this EDF and arrived at the field just one week after the scheduled event. Still to have a successful maiden flight, needs a bit more power.



John Obrzut also fronted up with his EDF Jet and it performed very well in the sky for its size.



The above is not trick photography but positioned beside Johns radio it gives true perspective of it's true size.

**Dennis Milligan recently had a birthday**

One of his gifts came in a big box and he test flew it on Sunday 22nd August. It proved to be a good flyer, no, the undercarriage did not break on landing it is hand launched.

**For Sale**

Have we got a deal for you, electric model, only flown at the field twice on a Sunday morning by a little old man. In new condition your receiver and battery and you are away.

If you are interested in this great deal of the month have a talk to Trevor Wilson.



*Expecting the world to treat you fairly because you are a good person is a little like expecting the bull not to attack you because you are a vegetarian.*

I have found that some members will go to extremes just to be able to say they has an EDF unit, first Dennis Milligan and now Trevor Wilson have fitted a ducted fan motor to their Bixlers.

The modification have proved to be very effective and I believe that Hobby King are now in a court battle to retrieve copy rights on their Bixler model due to the growing popularity of the modifications.



*It is good to see the fan unit is secured with duct tape, purchasing 100 mile an hour tape would have been a wast of money \$\$\$ for the speed of a Bixler*



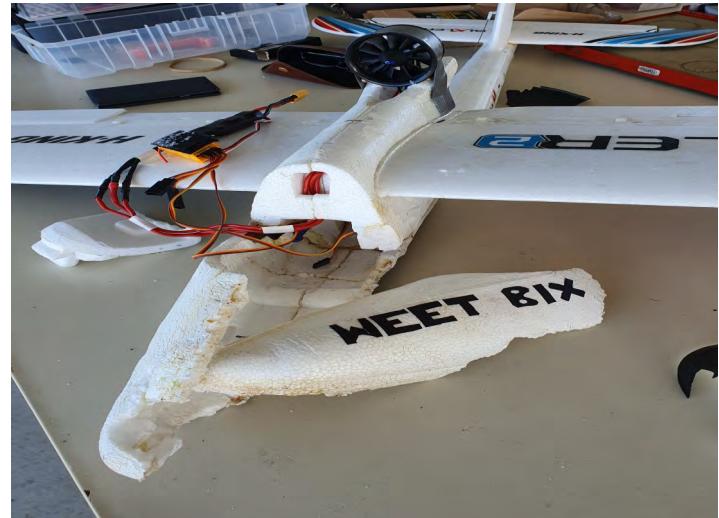
If you have plans to modify an existing model with a certified production name registered it may be a good idea prior to commencing any modifications to read the terms and condition of the purchase.

I am sure the MAAA / AWA or SWARMS will not support you in any court of law should you breach any of the terms of purchase with these modifications.

You could be left up in the air and out of pocket should there be an issue raised.

Opp's, looks like Trevor got hungry whilst out flying and has opened up his Weet Bix.

He did get a couple of enjoyable flights in prior to this.



Trevor's comment after the mishap. Bixler AKA Last Chance, Weet Bix and now Mummy, still a 50/50 chance of taking to the skies again

*Looks like the Bixler has just come out of major surgery and should be in intensive care for at least the next 48 hours.*



*Went to buy some seafood today and a bloke bought all of the Oysters, Abalone and scallops on display. What a shellfish bastard!*

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*What is the most tragic Olympics story you have heard?  
A gymnast walks into a bar.*

You may recall that Trevor Wilson reached a milestone birthday listed in the previous edition and it would appear that his family have some concerns about his ability to build and fly planes now.

He was given a gift from his family that may well reflect their concerns, this Lego plane kit for the 70+ age group could solve their problems, no risk of injury due to exposure to glues or balsa dust and it is easily repaired when gravity takes over.



*The construction faze my be a little quicker with the parts contained within separate plastic bags and being limited, numbered, colour coded and it contains a very detailed building plan.*



**Husband was standing on a crowded platform at a train station when he thought he saw his wife up ahead in the crowd.**

**He pushed his way through the masses, came up behind her and gave her a big hug and a passionate kiss on the neck.**

**To his horror, as the woman turned around, he realised she was not his wife.**

**"Oh no! I'm so sorry," he said sincerely. "It's just that your head looks like my wife's behind."**

After many hours in the model room the project is complete, however, there are some parts that have been omitted from the build, maybe the family's concerns are realistic. Will it **"FLY NO"** it has not been passed by the heavy model inspector, it maybe make a good display model to put on the shelf.



*A young man met an aeromodeller who was 104, still actively flying and in good health. He asked the old-timer what the secret was to his longevity.*

*The old man said, "You gotta sprinkle a little Nitro on your porridge every morning."*

*If you do that, you'll live to a nice, ripe old age." So the young man did this religiously every day for the rest of his life and, sure enough, lived to the age of 100.*

*When he died, he left behind six children, 10 grandchildren, 56 great-grandchildren and a 16-foot hole in the wall of the crematorium.*

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**my weekend away was  
amazing guys, pictures don't  
do it justice.**



Saturday 10th July seen a remarkable change in the weather over night, the rain and wind had moved on and we woke to some very settled weather.

Some took advantage of the change and headed out to enjoy a bit of flying, the picture fully explains the condition at the club, little of no wind, blue skies and the drains running to capacity an indication of what had happened over the previous few days / weeks.



Bill Darnell was all prepared early for some time in the sky with his fleet all assembled in the pits ready for his first flight of the day.

The day did start out well for him but I heard from a little bird that may have flown over the field during the morning that his newly acquired EDF jet pictured at the front of the group below is now in need of a few repairs.

Did not receive any photos of the damage however.



*The EDF jet prior to the incident occurring.*



This test bench unit was designed and built by Trevor Wilson to test his electric setups with a Watt meter fitted in line (a Watt meter), I do not know what he intends to do with all the data that he collects from this but I am sure that he will not end up with any wires crossed on his electrical setups pre flight as a result.



*After a long day of driving, a truck driver pulls into a service station café.*

*He looks at the menu, which read: "Leg of pork, bacon, black pudding, pigs trotters and pork sausage."*

*He orders his meal and also asks for a glass of water.*

*"Certainly sir," replies the owner. "Is it all right with you if the water comes from the bore?"*

*"Bloody hell!" exclaims the truck driver.*

*"You don't waste any of that pig, do you?"*

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**Steve and Sarah accidentally run over a rabbit with their car.**

**The rabbit is badly hurt, but Sarah quickly takes out a can and sprays it.**

**Suddenly, the rabbit gets up and gives them a wave. They watch as it hops off, still waving its paws.**

**Steve looks at the spray can. It says, "Hairspray restores life to dead hair and adds permanent wave."**

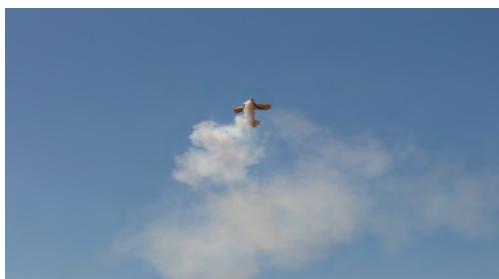


I had a bit of time to spare in the shed and after the AGM with the discussion focused around the proposed EDF day it motivated me to commence the build of a plane for that weekend.

Was not sure if it would be completed by 15th August as there is still a bit of work required to get to the maiden flight stage, C/G could be a problem setting up as well.



*Nitro fuel is evil*



*And must be burned*

My next attempt was to fit a 40mm ducted fan unit to a flying wing which was a bit more realistic. Test flight was not successful had difficulty getting it air-borne but still working on it maybe a bungee launch.



Whilst working through these projects I heard a whisper that there could be an EDF F 16 jet for sale, I went to Meester's hobby shop and was able to pick one up whilst it was on special so I was set for the EDF funfly day going from nil ducted models to now having three in the hanger.



**Men at 25 play football  
Men at 40 play tennis  
Men at 60 play golf**

**Have you ever noticed  
that as you get older,  
your balls get smaller?**



## *Story of the F4U Corsair.*



The Corsair was used by the United States Navy (USN) and United States Marines (USMC) during World War II. It originally designed to be a carrier-based fighter. Because of carrier landing problems in the early days of its use, it was redirected to USMC as a land based fighter although it still had the carrier abilities.

The Vought F4U Corsair fighter aircraft is best remembered for its service in World War II and Korean War. Although Vought Aircraft was the designer and developer, Goodyear Tire and Brewster Aircraft were licensed to build the Corsair.

During the production period from 1940 to 1953 (the French Air Force purchased the last one) 12,571 F4U were built between the 3 plants. The reason for the other two plants besides Vought was because once the War started, the demand for F4Us was overwhelming beyond, Vought's capability.

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Although the USN received the first production F4Us on 31 July 1942, due to the technical problems which were overcome. Meanwhile, the USCINCPAC (United States Commander in-Chief Pacific) decided that U.S. aircraft carriers would employ the Grumman F6F Hellcat, due to logistics support.

The Corsair would be used by USMC on South Pacific islands. The Marines were excited with the use of the F4U which was quite superior to the F4F Wildcat, which by now was getting obsolete.

In February 1943 to the end of WWII 1945 the Marines used F4Fs at Guadalcanal other bases in the Solomon Islands to attack Japanese targets.

Lt. Kenneth Walsh (USMC) who would rack up 21 kills in the war recalls:

"I learned quickly altitude was paramount. Whoever had altitude dictated the terms of the battle there was nothing a Zero pilot could do to change that—we had him. The F4U could outperform a Zero in every aspect except slow speed manoeuvrability and slow speed rate of climb. Therefore you avoided getting slow when combating a Zero. It took time but eventually we developed tactics and deployed them very effectively."

There were times however that I tangled with a Zero at slow speed one on one. In these instances I considered myself fortunate to survive a battle. Of my 21 Victories, 17 were against Zeros and I lost 5 aircraft in combat. I was shot down three times and I crashed one that ploughed into the line back at base and wiped another F4U."

The USMC squadrons first based on aircraft carriers occurred in December of 1944. The need for the Corsair grew as Japanese Kamikaze attacks around Okinawa increased from 1944-1945.

At the end of the War F4U and FG (version of the Corsair) over 64,000 operational sorties with 2,1240 air combat victories with air combat losses of 189 to enemy aircraft, the kill ratio was 11:1

During the Korean War from 1950-53, the F4U and the AU-1 (developed from the F4U) were used primarily as a ground attack fighter-bomber as the jet age had come into play and the Corsair was no match for the MIG-15 jet fighter in a "dog fight".

In February of 1938, the USN put out a request for several different types of single and twin-engined fighters, a maximum of 70 mph (for carrier landings) and a range of 1,000 mi.

A peculiar specification was that small bombs had to be attached to the wings for bombing enemy aircraft formations. During the 1930s, the military air war thinking was to bomb enemy formations from a higher altitude which eventually proved to be impractical.

In June of 1938, the USN signed a contract with Vought to build a prototype for testing. The Vought factory designation was the V-166B, the USN called it the XF4U. Rex Beisel led the design team to build a mock-up then a prototype.

Construction of the first XF4U prototype was called the Corsair. The plan as to power it with, also a prototype engine, Pratt & Whitney Double Wasp twin-rowed 18 Cylinder radial engine rated at 1,805 hp. When the prototype was completed in 1940, it had the biggest and most powerful engine, largest propeller on any USN fighter at that time.

The test flight in May of 1940 went early normal except for a failed elevator trim failure due to excessive flutter. This problem was quickly corrected. On 01 October 1940, the XF4U-1 became the first United States Single engine fighter to fly faster than 400 mph.

The original armament concept of two 30 cal machine guns synchronized through the nose and two 50 cal machine guns in each wing proved to be unsuitable in combat. The revision included placing 3 50 cal machine guns in each wing. This proved to be a lot more deadly.

On 02 April 1941, Vought did receive an contract with the USN to build 584 Corsairs. This was remarkable achievement by Vought as carrier aircraft have to be "overbuilt" due to the stress of deck landings .

The F4U was given the largest engine (available at the time) the Pratt & Whitney R-2800 Double Wasp radial engine rated at 2,000 hp. The first models used a 3 bladed Hamilton Standard propeller of each blade 13 feet long.

Other problems arose that were overcome, such as the struts could not safely raise the aircraft high enough to keep the propeller from possibly hitting the ground or deck.

Vought redesigned the wing to an inverted gull wing which became the famous trademark of the Corsair. The aircraft was made with aluminium in the wings and fuselage, but fabric on wing tips, ailerons, elevators and rudder.

The F4U was the last American to use fabric as new technology made fabric obsolete. A "stall Strip" which was about 6 inches was installed on the outboard right wing.

There also was a problem of hydraulic oil from the cowl flaps would splatter on the windscreens causing severe visibility problems . The oleo struts were too tight causing the aircraft to bounce on deck landings.

These problems would be corrected, but the USN was needing aircraft carrier fighters more quickly than Vought could correct these issues. The Grumman F6F Hellcat was a lot more forgiving for new and inexperienced pilots, although it was slower than the F4U it would be a better fit with new pilots landing the pitching decks of an aircraft carrier.

The Corsair was given to USMC who would use the F4U on South Pacific islands for raiding Japanese held islands in the area, causing widespread destruction on the enemy land bases.

The famous Baa-Baa Black sheep squadron (VMF 214) would evolve from the Corsair. But deployment of the F4U on aircraft carriers was delayed because of the aforementioned design problems. The Corsair was not used on aircraft carriers until 1944 when the various technical problems had been resolved.

The performance of the F4U was superior to other American fighters at the time. It was considerably faster than the F6F Hellcat, 23 mph slower than the P-47 and all three aircraft were powered by the same Pratt & Whitney R-2800 engine.



**Tech Specs for the F4U Corsair.**

<b>Wingspan:</b>	41 ft 0 in
<b>Length:</b>	33 ft 8 in
<b>Height:</b>	14 ft 9 in
<b>Weight:</b>	9,205 lbs (empty)
<b>Max Speed:</b>	446 mph
<b>Ceiling:</b>	41,500 ft
<b>Range:</b>	325mls (combat); 1,005mls (ferry)
<b>Engine:</b>	1/Pratt & Whitney R-2800-18W twin row radial engine w/Four Bladed Propeller rated at 2,380 HP
<b>Crew:</b>	1

**covid, COVID, COVID** like me you must all be tired of hearing it, but keep in mind many clubs in the East have not flown for months we have been lucky here. The discussion around 70% or 80% vaccinated people we could return to some sort of normality will it be too soon, interesting bit of history here.

In 1918, Philadelphia prematurely ended its quarantine from the Spanish Flu to throw a parade in order to boost morale for the war effort. Some 200,000 people lined the streets on that late-September day. Within 72 hours, every bed in Philadelphia's 31 hospitals was filled and the city ended up with 4,500 people dying from the flu or its complications within a matter of days. What is that proverb? "Those who cannot learn from the past are condemned to repeat it..."



**"I'm sorry you can't come in here, you have to wear a tie," said the bouncer at a night club.**

**The man goes back to his car, but can only find a set of jumper leads. He slings them around his neck and walks back to the night club.**

**"Will this do?" he asked the bouncer.**

**"Yeah, fine. Just don't start anything."**

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What is the difference between "**Passion**" and "**Compassion**" nothing. When you have both this is what you see on the flight line.

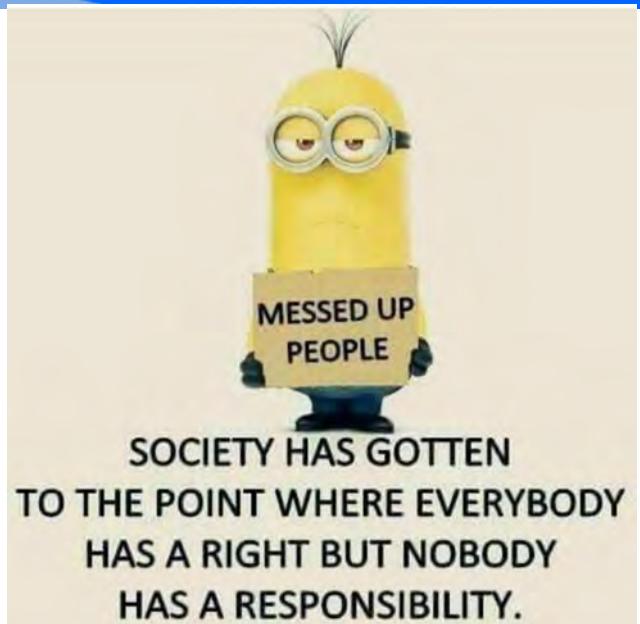


Every picture tells a story and here Matthew Cabala demonstrates both, he has a passion for flying and a compassion for baby sitting so he combines them both to get the best of both worlds along with some time in the sky with his co-pilot close at hand.

**A plane was moving down the tarmac before it stopped abruptly, turned around and returned to the gate. After a two hour delay, it finally took off.**

**"What was the problem?" a worried passenger asked the flight attendant.**

**"The pilot was bothered by a noise he heard in the engine," the flight attendant replied. "It took us a while to find a new pilot."**



*Have you noticed that Trevor has a thermos flask he brings to the field on a regular basis this is how he obtained it..*

Trevor was doing some shopping one day, when he wandered into a kitchenware shop and saw a cylindrical metal object.

"What's this?" he asks the assistant.

"It's a Thermos flask," she replies.

"What does it do?" he asks, still unsure.

"It keeps hot things hot and cold things cold," the assistant replies.

He thought that was quite marvellous, so he buys one and takes it out flying with him the next day.

"Look what I've got," he tells the members proudly.

"It's a Thermos flask."

His mates are impressed. "But what does it do?" they ask.

"It keeps hot things hot and cold things cold," Trevor replies.

"And what have you got in it today?" they ask.

"Trevor said two cups of coffee and a chocolate ice-cream."

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**Funfly Weekend.**



Keep in mind the proposed Funfly weekend is getting closer mark the dates on the calendar to ensure you don't miss out September 25th and 26th, it will enable you to have a great weekend flying and networking with like minded pilots.

Oh, and the Saturday evening meal never disappoints, so for a great weekend out please make every effort to attend and support your club.



**Saturday night dinner**

**From this**



**To this**



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

