



## Propwash

## February 2021

### From the President



It has been great to see so many members getting out and flying at the field these last couple of months. All appear to be enjoying the hobby and the banter around the pits shows the camaraderie is alive and well within the club, and this is what clubs like ours are about. This leads me to a big shout out and thank you to all those involved in giving the club house, and toilets, a spring clean the other week. Great effort and the place looks awesome. The field is coming together nicely and the grass is slowly creeping back to the edge of the runway, which by the way quite a few are using and some nearly using.

As the picture below indicates the SWARMS SQN is growing with new, and second hand, and of course repaired planes as well. Whilst we fly and enjoy ourselves in our own Eden (field) we should think of others and in particular other clubs. When we hold our Fun Fly we like to think that others would come and support our club by coming and enjoying a weekend of flying at our field.

Not only is it great to see other models but it is also fantastic to talk to other enthusiasts and form lasting friendships, this sounds very much like why we joined our club in the first place (I know I did). My drawn out point here is I would like to organize with other clubs to take whoever is available from our club for visits to their clubs for a fly and of course networking.

Not only does this promote our club but makes for stronger inter- club ties for when events are held. One event coming up is the KAMS Warbirds event in April and it would be great to see if we could get a reasonable contingent to go to this event and show our support, please let me know.

I am sure Ron "The Editor" Waller will fill you in on what else important has been happening around the club, maybe just maybe throw in a few jokes and of course there will be photographic evidence of whatever you didn't want others to know about. Thanks all the same Ron from all of us as you do a fantastic job in every edition.

So to all please keep enjoying the flying and have fun.

Cheers

Bill Darnell



*Couple of 2019 Fun-fly weekend pics*



*Not had one since this as 2020 was cancelled due to COVID.*

*From the Editor*



Well we are into the new year but you would have to ask what has changes, we are still flying model planes, we still have some restrictions imposed on us and then along comes another total lockdown, probably the only change it was compulsory to wear a mask outside.

The first club meeting for the year has been conducted and the September Funfly long weekend event was on the agenda for discussion.

It was disappointing to have had to cancel the 2020 event and we are all hoping that the new way of life does not impose too many restrictions on the club that may cause us concern closer to the date, we will need to monitor these conditions and look at how we can comply should they be imposed.

It was agreed that the event will go ahead pending our ability to comply with the conditions imposed at the time if any.

There has been a considerable amount of building going on in the club over the past few months, don't know if the new runway has created the urge to get a new plane in particular on the "ground". I have featured a few either under construction or completed in this edition to share with members, if you have a project going on let me know and I will get some pictures and a story to include it in the next edition.

Rob Woodhead our notorious "BIG" model builder is about to hit the headlines again in an English model news document BMFA NEWS.

Bruce Corfe who has attended several of our fun fly-in's and written articles similar to this about what happens here in the West is collating the document in England during lock down along with photos of Woodies achievements in large model building. Who knows where this might end Woody you could well get a Knight Hood from the Queen as a result.

Anyone who knows Woody would have a pretty good idea of the passion he has for building large models and they just keep getting bigger with each build, this current B29 construction he is working on has a wing span of 17ft and four 80cc DLE engines fitted to power it.

*I hope that everyone followed these simple rules on New Years Eve.*

*Before the clock struck Midnight that you all lifted your left legs off the ground.*

*That way your were assured that you would start 2021 off on the right foot.*

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Looking forward to reading the finished article as I have been involved over the years with Woody in his pit crew and have really enjoyed the experience as these model have graced the skies over SWARMS and the state.

*This is the cover of the UK Magazine that tells his story, a proud moment.*



*This is the nose cone and fuselage pictured of the new B 29 in the early stage of the construction.*



There has been a real transformation at the field recently with the completion of the long awaited concrete runway upgrade.

*It went from this.*



*To this, over a short period of four days.*



*I was privileged to have conducted the test flight on Troy's B 25 bomber recently*



Oh, I should have said his "Mini" B 25 bomber, the photo on the ground looks a bit deceiving compared to reality. It is a small and light weight foam construction and the flying conditions were not conducive for flying such a model on the day but the outcome was very successful.

Here it is compared to a normal sized beer can and it did present a few anxious moments during the trimming process but soon settled down once this was completed to some passive flying. It was later found to be fitted with a gyro and that did make the task a little more comfortable when activated as the day went on.



*This photo of it in the air looks very impressive, however, a bit of trick photography here with Troy still holding the tail and taking the photo from underneath with his other hand. Could have a future here as a film Director / Producer.*



For those associated with the sport of flying RC model aeroplanes you would all know you have your good day and some not so good days, but the repairs come with the sport and the challenge is to put it all back together and get it back in the sky again.

This was one of those not so good days with Bill experiencing a failure with this Corsair causing gravity to take control until it made an unscheduled contact with the ground.



*Back in the pits Bill surveys the damage and was quick to say that the wings did not sustain any damage, however, the front section did not survive the impact. so well and will require some workshop time before it will be back in the sky.*



*Light travels faster than sound. This is why some people appear bright until you hear them speak.*

*Better to remain silent and be thought a fool than to speak out and remove all doubt.*

*John Doggett was setting up a new plane in the pits during a mid week flying session recently*



*The parts I need are in here somewhere.*



*We are currently looking at simplifying our weather page on the SWARMS web site, could this be a solution.*



I have been spending some time in the shed doing a bit of building over the past few weeks, it is a good past time when you are in lock down. I picked up this new ARF Ultimate Bi-Plane that the build had commenced, however, something had been dropped on the tail causing the left section to be broken off.

It was necessary to remove the damaged section and construct a complete rebuild, refitting the elevator to the new section caused a bit of frustration as it was fitted with solid plastic hinges which had to be removed prior to fitting new ones. The covering was replaced and it was then into the box of all the parts that has not been unpacked or assembled at this stage.

It has been fitted with a DLE 20cc engine which maybe a bit over powered for the size of the plane but I believe that is what the throttle is for.



*I have some real concerns with the pilot that is in the plane, the way he is sitting there with a beanie on does not give me confidence that he is the right person for the job.*



The maiden flight has been conducted and after the usual couple of clicks it settled down and performed well in the sky. Loops and rolls were all very predictable and after around a ten minute flight it was time to prepare for landing.

Coming in over the road on final approach throttled back to idle and let it cruise on in, however, it was dropping a bit short so increased the throttle to extend the flight path onto the runway and the motor cut causing the plane to come down short of the runway and the right undercarriage parted from the fuselage causing minor damage, it is now all repaired and back in the sky.



*A man phones home from his office and says to his wife, "I have the chance to go flying for a week. It's the opportunity of a lifetime. I have to leave right away. Pack my clothes, my flying equipment and my blue silk pyjamas. I'll be home in an hour to pick them up."*

*The man rushes home to grab everything. He hugs his wife, apologises for the short notice and then hurries off.*

*A week later, the man returns and his wife asks, "Did you have a good trip, dear?"*

*The man replies, "Yep, the flying was great, we were out on the runway all day, every day! But honey, you forgot to pack my blue silk pyjamas."*

*His wife smiles and says, "Oh no I didn't I put them in your transmitter case."*

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*Trevor Wilson's collection of electric planes is growing, here are a few lined up in preparation during a mid week flying session.*



*Maybe someone should have told John F & John D that the perimeter fence around the pit area was never meant to fly as they persisted to run this new motor up whilst it was secured to the corner post.*



*Two construction workers were on site together. One got too close to the saw he was working on and accidentally cut his ear off! It fell in the sawdust pit, so he jumped down into the pit and began hunting around trying to find it.*

*The second guy saw him and asked, "What're you doing?"*

*The first man explained what had happened and that he was now looking for his ear.*

*The second guy said, "I'll help you," and jumped into the pit. He was searching around on his hands and knees for a while before exclaiming, "I found it!"*

*The first guy took the ear and examined it closely. He then said, "Keep looking. Mine had a pencil behind it."*

*As per his oath of silence, a monk is only allowed to say two words every year.*

*After his first year, he comes before the head abbot to speak his two words: "Better food."*

*The head abbot understands and obliges the monk, hiring a new chef and improving the food quality at the monastery.*

*A year later, the monk appears to speak his next two words: "Warmer blankets."*

*The head abbot gets right on it and purchases new blankets for the monk.*

*The next year, the monk appears once again for his annual two words: "I quit."*

*The head abbot replies, "Well, good! All you've done since you got here is complain."*

#####

The weather has not been too kind to our sport over the past three months with strong gusty winds on what appeared to be the majority of flying days, however, the sunsets have been spectacular. This one taken from my front door one evening in Australind.



*Two atoms are walking down the street. One of them shouts, "Hey! I think I lost an electron!"*

*The other inquires, "Are you sure?"*

*"Yes, I'm positive!"*

Bill Darnell must have been good last year and Santa recognised this by giving him a new Trojan aircraft for Christmas which presents very scale like.

It has a real presence in the sky and it's flight pattern is very stable.



Nice big scale aircraft with electric power system.



**"VEGETARIAN"**

*Is old Indian word for bad hunter.*

*Two student Pilots were biking across a airport campus when one said, "Where did you get such a great bike?"*

*The second Student replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it on the ground, took off her clothing and said, "Take what you want"*

*The second Pilot nodded approvingly and said, "Good choice; the clothes probably wouldn't have fitted you anyway"*

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*Blast from the past, who can remember this company. I can and all the frequent flyer points I lost when they closed down over night. (Reg Ansett)*



*Inboard flight menu prices look interesting in comparison to todays menu.*

**In flight bar list**

May we be of service to you with any of the following items?

<b>BEER (can)</b>	30¢		
<b>MINIATURE BOTTLES</b>		<b>MINERALS</b>	
Scotch Whisky	45¢	Soda Water	10¢
Bourbon Whiskey	45¢	Lemonade	
Australian Whiskey	35¢	Dry Ginger Ale	
Cognac Brandy	40¢	Tonic Water	
Australian Brandy	30¢	Bitter Lemon	
Australian Gin	35¢	Coca Cola	
Imported Gin	40¢	Pepsi Cola (can) 15¢	
Imported Rum	45¢	<b>FRUIT JUICES</b>	
Sweet and Dry Sherry	15¢	Tomato - Orange	10¢
		Vegetable - Apple	

**WINES**  
Specially selected Australian Red and White Wines available - (Except on Friendship Aircraft) 6½ fl. ozs. 40

**CIGARETTES**  
Assorted Brands 45¢.

Due to weight restrictions only limited stocks are available.

Glenn Lloyd-Woods has been working away in his workshop constructing a Mosquito, it will be powered with 2 DLE 20cc engines. The build is progressing well with most of the necessary components requiring moulds to be formed have been completed.

*These specially designed and engineered scale mufflers look superb fitted to the DLE engine and I can't wait to hear the sound that they produce in flight.*



*All the parts were assembled for these photos, however, the build is much more advanced now*

*It is growing in size as each day progresses.*



*The large engine cowls house the motors and also double for the retractable undercarriage at the rear.*



### *History of the Tiger Moth*

The RAF ordered 35 dual-control *Tiger Moth Is* which had the company designation *DH.82*. A subsequent order was placed for 50 aircraft powered by the de Havilland Gipsy Major I engine (130 hp) which was the *DH.82A* or to the RAF *Tiger Moth II*. The Tiger Moth entered service at the RAF Central Flying School in February 1932. During the pre-war years increasing numbers of Tiger Moths were procured for the RAF and by overseas customers; by 1939 nearly 40 flying schools operating the type had been established, nine of which operated civil-registered models as well.

From 1937 onwards the Tiger Moth was made available to general flying clubs, production having been previously occupied by military customers. The type was quickly used to replace older aircraft in the civil trainer capacity, such as the older de Havilland Cirrus Moth and Gipsy Moth. By the start of the Second World War the RAF had around 500 Tiger Moths in service. In addition nearly all civilian-operated Tiger Moths throughout the Commonwealth were quickly impressed into their respective air forces in order to meet the strenuous wartime demand for trainer aircraft.



The Tiger Moth became the primary trainer throughout the Commonwealth and elsewhere. It was the principal type used in the British Commonwealth Air Training Plan where thousands of military pilots got their first taste of flight in this robust little machine. The RAF found the Tiger Moth's handling ideal for training future fighter pilots. Generally docile and forgiving in the normal flight phases encountered during initial training, when used for aerobatic and formation training the Tiger Moth required definite skill and concentration to perform well – a botched manoeuvre could easily cause the aircraft to stall or spin.

From 1941 onwards all military and many civil Tiger Moths were outfitted with anti—spin strakes positioned on the junction between the fuselage and the leading edge of the tailplane, known as *Mod 112*; later on the aileron mass balances were removed for improved spin recovery performance.

In December 1939, owing to a shortage of maritime patrol aircraft, six flights of Tiger Moths were operated by RAF Coastal Command for surveillance flights over coastal waters, known as "scarecrow patrols". The aircraft operated in pairs and were armed only with a Vickers pistol. The intention was to force any encroaching U-boat to dive; one aircraft would then remain in the vicinity while the other would search for a naval patrol vessel which could be led back to the spot. Because they were not radio equipped, each aircraft also carried a pair of homing pigeons in a wicker basket to call for help in case of a forced landing at sea. A 25-pound (11.5 kilogram) bomb was sometimes carried, but there is no record of one being dropped in action.

In the aftermath of Britain's disastrous campaign in France, in August 1940, three proposals for beach defence systems were put forward. 350 Tiger Moths were fitted with bomb racks to serve as light bombers as a part of Operation Banquet. A more radical conversion involved the "paraslasher", a scythe-like blade fitted to a Tiger Moth and intended to cut parachutists' canopies as they descended to earth.

Flight tests proved the idea, but it was not officially adopted. The Tiger Moth was also tested as a dispenser of Paris Green rat poison for use against ground troops, with powder dispensers located under the wings.

In the postwar climate, impressed Tiger Moths were restored to their former civil operations and owners. Accordingly, large numbers of surplus Tiger Moths were made available for sale to flying clubs and individuals. There were also relatively few new light aircraft being manufactured at the time to take its place. Due to the type being relatively inexpensive to operate and the aforementioned factors, the Tiger Moth was met with an enthusiastic reception across the civil market.

Additionally it was promptly put to use for various new roles including aerial advertising, aerial ambulance, aerobatic performer, crop dusting and glider tug work.

In the air racing market, a quantity of Tiger Moths were converted to a single-seat configuration, often temporarily. Several aircraft were extensively modified for greater speed; these changes included alterations such as the removal of the centre-section fuel tank, alternative fuel tank configurations, all-new elevators, custom-designed fuel injectors, and the recovering of the fuselage with lighter-weight fabric.

Three particular aircraft, *G-APDZ*, *G-ANZZ* and *G-ANMZ*, were accordingly rebuilt and were frequently used in international competitions; the design changes led to substantially improved performance during inverted flight.

The Tiger Moth responds well to control inputs and is fairly easy to fly for a tail-dragger. Its big "parachute" wings are very forgiving, and it stalls at a speed as slow as 25 knots with power. Its stall and spin characteristics are benign. It has some adverse yaw and therefore requires rudder input during turns.<sup>[39]</sup> The Tiger Moth exhibits the fundamental requirements of a training aircraft, in being "easy to fly, but difficult to fly well"; the aircraft's benign handling when within its limits make it easy for the novice to learn the basic skills of flight.

At the same time techniques such as coordinated flight must be learnt and used effectively, and the aircraft will show up mishandling to an observant instructor or attentive pupil. As training progresses towards more advanced areas, especially aerobatics, the skill required on the part of a Tiger Moth pilot increases. The aircraft will not, like some training aircraft, "fly its way out of trouble" but will instead stall or spin if mishandled.

However the stall and spin remain benign, again showing up deficient piloting without endangering the aircraft or the crew. These characteristics were invaluable to military operators, who must identify between pilots with the potential to go on to fly fighter aircraft, those more suited to lower-performance machines and those who must be relegated to non-pilot aircrew positions.

Because the Tiger Moth has no electrical system, it must be started by hand. This needs to be done with care to prevent being struck by the propeller, which would result in serious injury. Being a tail-dragging biplane, taxiing also requires care. The pilot cannot see directly ahead, so the lower wing can hit obstructions, and it is susceptible to gusts of wind on its inclined, large, upper wing.

The takeoff is uneventful, and it has a reasonable rate of climb. However full power should not be maintained for more than a minute to avoid damaging the engine. The Tiger Moth's biplane design makes it strong, and it is fully aerobatic. However it has ailerons only on its bottom wing, which makes its rate of roll relatively slow for a biplane; and, as stated previously, the ailerons on a Tiger Moth normally operate with a heavy degree of designed-in differential operation (mostly deflecting up, hardly at all downwards) to avoid adverse yaw problems in normal flight.

Most manoeuvres are started at about 90 to 110 knots, and it has a Velocity Never Exceeded (VNE) of 140 knots. It is important to lock the automatic slats (leading edge flaps) during aerobatic manoeuvres.

There are two methods of landing. "Wheeler" landing involves pushing the plane on to the runway at a moderate speed with just the main wheels on the ground, with the tail held up until speed reduces. It does not tend to bounce. Unlike most taildraggers, slow speed three-point landings are quite difficult because there is not enough elevator authority to bring the tail down to the correct three-point attitude. This means that the tail needs to be brought down sharply at just the right speed in order for the angular momentum to carry it down sufficiently.

The open cockpit allows pilots to move their heads over the side to see the runway during approach and landing. As the aircraft is a tail dragger, it is essential to land it straight with no sideways movement, to avoid ground loops.

One often undocumented feature is that the carburetor de-icing mechanism is activated automatically when the throttle is reduced. This means that when an engine is running poorly due to ice the pilot must reduce power even further and then wait for the ice to melt.



Dennis Milligan has been at it again, his motto is, see a bargain see the potential and grab it, he did and then he ends up with a Twin Starr that was in need of a considerable amount of TLC so he obtained it and applied just that.

He removed all the covering made the necessary repair to the structure and went about a complete re-cover in the original colour scheme.



There was one factor he had to compete with during the upgrade which was more important and that was school holidays and his commitment to his two Grand Daughters via his Poppy Day Care duties. There were days that he would have rather been in the model room and not the pretend classroom but he did work through the issues with the kids.



*The only real mystery in life is why the kamikaze pilots wore helmets.*



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After many hours in the model room he came up with a finished product that resembled the original plane. They say the proof of the pudding is in the eating so I hope he has a good appetite when the day arrives for the maiden flight.

*Covering all complete next task was fitting the two 40 size nitro motors, painting the cowls and it is now ready to commence it's new life. I am sure the maiden flight of the refurbished plane will be when the strong winds we have been experiencing subside a bit further down the track.*



*Mistakes are inevitable in aviation, especially when one is still learning new things. The trick is to not make the mistake that will kill you.*

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*In combat flying, fancy precision aerobic work is really not of much use. Instead, it is the rough manoeuvre which succeeds.*

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*Flying is a lot like playing a musical instrument; you're doing so many things and thinking of so many other things, all at the same time. It becomes a spiritual experience.*

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*The only characteristic all airliners share is that upon proper urging they are normally capable of leaving the earth's surface.*

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*Ability is what you are Capable of doing.  
Motivation determines what you do.  
Attitude determines how well you do it.*

*Information for pilots*



- It is always better to be down here wishing you were up there than up there wishing you were down here.
- Learn from the mistakes of others. You will not live long enough to make all of them yourself.
- Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
- Any attempt to stretch fuel is guaranteed to increase headwind.
- Stay out of clouds. Reliable sources report that mountains have been known to hide out in clouds.
- Always try to keep the number of landings you make equal to the number of take offs you've made.
- You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
- In the ongoing battle between objects made of aluminium going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
- A pilot is a confused soul who talks about women when he is flying, and about flying when he is with a woman.
- As a pilot only two bad things can happen to you... and eventually one of them will.
- One day you will walk out to your aircraft KNOWING that it is your last flight.
- One day you will walk out to your aircraft NOT KNOWING that it is your last flight.

**Multi Engine Training Manual** “When one engine fails on a twin-engine aircraft, you always have enough power left to get you to the scene of the crash”

**Emergency Checklist** “Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it”

- Remember, gravity is not just a good idea. It is the law; and it's not subject to repeal.
- The controller while working a busy shift told a 727 on downwind to make a three-sixty (do a complete circle, usually to provide spacing between aircraft).  
The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane?"  
Without hesitating the controller replied, "Roger, give me four thousand dollars worth!"
- **Flying** is not dangerous !  
**Crashing** is.
- “You know your landing gear is UP and LOCKED when it takes full power to taxi to your parking spot”



### Buffalo construction

Dennis Milligan has been working on a self design Buffalo model aircraft similar to the one pictured here.



The big problem he experienced initially was the non availability of a plan to assist with the construction of it, there was not one available and he found that there was only ever one of these planes built as a model.

He felt it was time to put his drafting skills together and come up with a design that replicated the original as pictured. With many hours in front of a computer he came up with a structured plan that would enable him to proceed with the build.

The next stage was to get the formers and other components laser cut and this progressed very quickly due to a local acquaintance that had a laser cutting machine that was readily available.

The wing he used is from an old Cessna, ex Roger Veen, that hung up in the pits for a considerable time he modified it to suit the scale size of the drawing, the tail section was also modified to come up with the Tee configuration to resemble the real plane. After several months of preparation work things soon started to take shape when the assembly of all the parts commenced.



### The fuselage starting to take shape.



*All the components were set up for the purpose of this picture and to show the overall size and how the build is progressing. Still a long way to go but it is going in the right direction.*



### What is a Buffalo aircraft

With nearly twice the payload as the DHC-4 Caribou and improved STOL capabilities, the DHC-5 Buffalo was designed to be a tactical transport aircraft for militaries worldwide. Many Buffalo would also later be used for search-and-rescue operations by the Canadian Air Force.

Company data claims a take off distance over a 50 ft (15 m) obstacle of 1,210 ft (369 m) at 41,000 lb (18,597 kg) and a landing distance of over a 50 ft (15 m) obstacle of 980 ft (299 m) at 39,100 lb (17,735 kg) for the DHC-5A model. In the early 1980s, de Havilland Canada attempted to modify the Buffalo for civilian use.



*Two men needed some wood, so they drove their truck to a Bunnings store. One of them walked inside to the front desk and said, "We need some four-by-twos." "You mean two-by-fours, don't you?" the worker asked. "Let me go check," replied the man, and he went back to the truck. "Yeah, I meant two-by-fours," he said, returning a few moments later. "Alright. How long do you need them?" The customer paused for a minute to think and then finally said, "I'd better go check." After a while he returned to the office and said, "A long time". "We're building a house."*

#####

*A politician needs the ability to foretell what is going to happen tomorrow, next week, next month, and next year. And to have the ability afterwards to explain why it didn't happen.*

**Plane Sex**

*From big planes little planes grow.*



*Not sure what these two are up to !*



**A man goes to the Optician for his eye test. The Optician asks him what he can see. "I see empty airports, empty football grounds, closed theatres and closed pubs." That's perfect says the Optician, you've got 2020 vision!**

**IRISH PHILOSOPHY**

There are only two things to worry about either you are well or you are sick.

**If you are well,**  
then there is nothing to worry about.

**If you are sick,**  
there are two things to worry about. Either you will get well or you will die,

**If you get well,**  
there is nothing to worry about.

**If you die,**  
there are two things to worry about. Either you will go to heaven or hell.

**If you go to heaven,**  
there is nothing to worry about.

**But if you go to hell,**  
you'll be so damn busy shaking hands with your friends.  
You wont have time to **WORRY!!**

*That's the funny thing about life. We're rarely aware of the bullets we dodge. The just-misses. The almost-never-happened. We spend so much time worrying about how the future is going to play out and not nearly enough time admiring the precious perfection of the present.*

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

