



Propwash

October 2021

From the President



What a fantastic weekend we just had with the Fun-fly. Over fifty pilots from various clubs from Albany to Perth attending over the weekend enjoying the SWARMS facilities. Many were camping at the field making for a carnival atmosphere.

Weather was a bit windy on the Saturday however the Sunday turned it on not to mention the night flying which was amazing. It was also good to see a quite a contingent of helicopters come to the event as well.

These events don't happen without support and also a lot of effort from some individuals. I would like to thank Scott and Jacki from DLE engines for their donation of a 20cc motor for the raffle. They consistently support our club so please keep them in mind when next purchasing an engine and support them.

AWA kindly donated a Tiger 60 kit for the raffle and also paid for all the pilots lunches on the Saturday, thank you to them.

I would also like to give a big thank you to Trevor and Erica for the amazing effort in the Saturday lunch, and dinner, as well as the Sunday roast beef and gravy rolls. Awesome effort and I reckon Trevor is still recovering.

Another couple to mention for their efforts is Trevor and Ronnice. They both tirelessly helped out in the canteen and also with the meals. To all those above the club appreciates your efforts and thanks you.

Hope to see you all at the field soon.

Cheers

Bill



Bill appears to be singing his rendition of the national anthem during the opening ceremony of the Funfly.



A good indication of the strong winds Saturday, planes lined the pits with "NO" wings attached.

The only action shot for the entire weekend preparing the lights for the dinner.



From the Editor



The annual SWARMS long weekend Funfly has been and gone for another year with the event being a great success. The club would like to thank the 56 pilots who took part in the event it is your attendance and participation that makes these weekends a great flying experience for all.

The Saturday weather was a bit unpleasant with strong easterly winds, however, the night flying on Saturday evening was enjoyed by those who participated also those who watched from the pit. Sunday the wind had settled down and a great days flying was had by all.

Saturday the flags indicated the strength of the wind that persisted all day.



Sunday mid morning the wind had dissipated and the flags drooping indicated the contrast in weather over the two days.



Good to see that there has been a request from Scale Aerobatics WA (SAWA) to hold the IMAC State Championship at SWARMS field on the weekend of November 13th to 15th. They did hold a round at the field in April this year, however, there were only 8 pilots who were able to attend that weekend and they have now decided to hold the championship round here.

They have also extended an invitation to those of us who may wish to participate, any aircraft can be used when competing in the basic class. There is no need to have a large fancy aircraft (Not sure that a Bixler would suit) any sports plane will do the manoeuvres that are required in this event.

For newcomers to this type of competitive flying there is no entry fee and you can sign up on the day

The field would be essentially closed to general flying during these three day event, Friday being a practice day so we do encourage SWARMS members to sign up and give it a go if you wanted to fly that weekend.

Any assistance you may be able to provide over the weekend would be greatly appreciated also, we normally provide breakfast on the two days and assist in the canteen over lunch.

Pilot briefing at the recent Funfly, not all pilots who attended the weekend has arrived at this stage.



Breaking News:

An Extinction Rebellion protestor has collapsed and had to be revived today after her parents rang her to tell her they'd found her a job.

Our thoughts are with her parents at this difficult time.

Sunday 12th Sept was a perfect day for flying and for those who attended the field during the day found they were not disappointed with the outcome.

There were a variety of model lined up in the pits early ready to enjoy some docile flying, there were also a couple of mishaps experienced but these make us better flyers from the experience. There are some incident that make it difficult to analyse the main contributing factor to what went wrong in flight but there is normally a lot of suggestions from those present in the pits which normally point toward "Pilot" error regardless of the true cause.



*I was walking past a farm and a sign said
"Duck, Eggs"*

*I thought: "That's an unnecessary comma—and
than it hit me."*

The resident ducks at the field have found that they have not been able to match us with our flying skills, however, they are now finally giving us some competition with one seen recently doing inverted passes over the field.



It is good that the wing structure of a model plane is not this technical and sophisticated, it would maybe take the fun out of flying them.



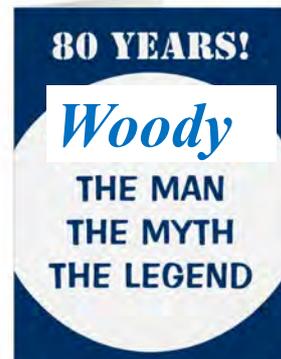
During the preparation for the Funfly weekend whilst others were busy working I found Bill and Trevor playing musical chairs in the pits.



*Our resident large model builder, Rob “Woody” Woodhead reached another milestone 2nd September,
“80 Years on this earth”.*

He spent the past 16 of those years building large model aircraft whilst associated with the SWARMS club with a lot of success with these larger models creating a lot of discussion whilst they were on static display on the ground and thrilling those who actually see them grace the skies.

Some pictures here of the models he constructed, what an achievement over the past 16 years in his shed.





To all the Father's, Grandfather's and great Grandfather's in the club who celebrated the occasion with family on the 5th September, also to those who spent some time in the sky on a beautiful Sunday morning at the field.

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There were some who went to extremes to celebrate the day with out disrupting their flying by inviting their loved ones to the field for morning tea, I think it is referred to as meals on wheels, Trevor, Ronnice and family settled in to enjoy the morning in the sun. (Oh! Bill seen here with his hands full also)



After morning tea Trevor demonstrated to his family members his skills on the sticks with his FMS plane, I noticed that he was flying exceptionally high compared to where he normally fly's on a club day and I very quickly realized why this could be the case.

At that height it was not possible for them to see any mistakes he may have made, however, the family were not to be out done, it was not long into the flight before one of the family members produced a set of binoculars from the car and then all was revealed.



Peter Dustin was tuning a new plane that he had acquired and was having a few problems with the motor, however, after getting a reasonable response running it up on the start line he progressed to the runway for take off.

A short time into the flight the plane went dead stick but he was able to execute a landing without too much difficulty. Back on the start line he proceeded to continue tuning the motor and was soon comfortable for another flight.

Off into the sky again, however, a short time into the flight the same thing happened, dead stick, but he was not in a good position to get it back onto the runway and had a wingtip stall causing the plane to make heavy contact with the ground on the western end of the strip.

As a result the fuselage broke just behind the wing mount causing an extensive amount of structural damage, but, it is not terminal and after several hours in the workshop it was ready for yet another workout in the sky at the field.



Oh, it looks a lot worse from this angle but very little damage forward or aft of that area or the wings.



There was a good turnout on Father's Day with the flight line being very busy at times and the pits were a bit congested also, those who attended enjoyed a near perfect day for flying with little or no wind and a warm sunny day.



The smile said it all, winner of the Tiger 3 plane kindly donated by AWA for inclusion in the raffle over the weekend, drawn Sunday lunch time.



Just so happens it found it's way into my workshop and the build was completed Monday afternoon, watch this space for the labour invoice \$\$\$



This group of pilots pictured sitting here in the pits at the Funfly waiting for the wind to drop on Saturday got into some very indepth discussions whilst reminiscing about their many combined years they have been involved in the sport.



The sponsors were highly visible with the banners displayed throughout the weekend.



The que for the Saturday evening banquet grows as the aroma of the meal drifts around the pits.



Monday 13th September was a planned mowing day in preparation for the Funfly weekend, thanks to Ian, Trevor, Andrew, Peter and Ron a large majority of the field, car park and camping area were mowed and trimmed in perfect weather conditions.

It was good to have the tractor operational again, thanks to Steve, and to be able to tackle the big grassed areas along with two ride on mowers the task was completed during the morning time frame.



When it was time to park up the equipment the field was looking pristine (I looked up the definition of that word) meaning immaculate, perfect, in mint condition, spotless and the list goes on.

It would just need a bit of a tidy up closer to the long weekend which then would present the field in good condition for the long weekend event.



\$45 billion dollars had been found in a Nigerian man's flat.

He had spent ten years trying to get rid of it but no one answered his emails.

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This immaculately built model DC 3 flies like it looks, owned and flown by Matthew Cabala and his daughter co-pilot Grace, it is fitted with twin electric motors and flies really scale like when doing circuits around the field



Camping space was at a premium with a large number taking advantage of the long weekend break the parking area was overflowing.



2021 Funfly weekend

The event commenced with the field being buffeted by strong easterly winds and they persisted through out the day, however, this did not deter some form stepping up to the challenge.

First flight of the 2021 Funfly and within minutes the first crash of the weekend.



The sticks were up and about.



This turbine jet thrilled spectators with it's versatility from high speed passes to turbine hanging, flips and roll through out the sky with no limitations.



This well presented scale model looked very impressive on the start line.



The helicopters were well represented and flew continuously at the northern end of the field. The manoeuvres performed by these machines far out weighed the laws of gravity.



They were lined up awaiting their turn to cut some holes in the atmosphere and at times some grass.



When things go wrong in the air it can leave a trail of destruction on the ground and this crash was no exception, however, the unfortunate pilot was still able to raise a smile for the camera.

The wing broke off the out of descend to ground cated distance the dam-plane.



that causing control the was lo-some from aged

It took a bit to find and get the motor out of the ground, not sure if it sustained any damage.



The only plus when you have a mishap whilst out flying is it makes it easier to pack up for the trip home, the rest went in the bin.

The rear end of the plane was the last section to hit the ground and the only part of the plane not to have sustained any damage.



View from the front of the crashed plane.



This turbine jet performed well on the day.



I tried to come up with a carpentry pun that wood-work. I think I nailed it but nobody saw it. But I did find myself on the level.

This Warthog jet did not fly over the weekend but it did make a nice static display and talking point for visitors in the pits.



The model numbers started to build on the flight line awaiting their turn for some airtime, there were a variety of sizes, shapes and colours that flew over the two day event.



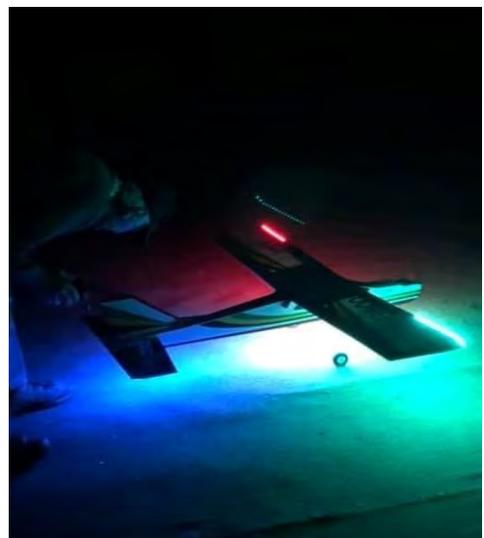
Bill's latest model that got some airtime during the weekend.



The wind subsided into Saturday evening and after a scrumptious meal it was time for a bit of night flying, there were a number of planes lit up and were circulating above the runway for an extended period of time into the night. I had fitted lights on the Boomerang 40 which I had electrified connecting the lights up on a separate circuit so there was no drain on the flight battery from the lights during flight.



There were numerous foam planes fitted with lights ranging from a Bixler, Walrus, Tundra, Cessna and the list goes on every one enjoyed the experience.



From a big stick on take off



To match sticks on landing



Here is another ill-fated model that will be easy to pack up for the trip home.

Gravity is an amazing thing that draws your model towards the ground taking control of your every input on the radio and it just becomes a matter of time before this sort of this happens.



Have you ever noticed.

The only person who listens to both sides of the argument is the next door neighbour.



The helicopters did not want to be left off the mishaps list, this one has been modified to fly around corners with the tail boom bent as a result of a rear end landing.



It's a good thing that modellers have a sense of humour, however, there is not much to smile about with this incident.



“BREAKING NEWS”

A man who took an airline company to court after his luggage went missing has lost his case.

Something interesting going on in the sky here, a turbine jet was doing some low level high speed passes, no photos of that I could not keep up with it.



Looks like a couple of satisfied customers here.

Empty plates are a good indication of a good meal, compliments to the chief.



New member Peter Dustin and partner enjoying their first SWARMS funfly dinner.



These two look a bit suspicious looks like a couple of homeless who have snuck in off the street and partaking in the meal prior to anyone else getting in there.



This Father Son duo enjoyed the experience of a camping weekend combined with some time in the sky. Brendon told me he had a ball.



The chief captured here having a quick rest prior to the hungry mob invasion, if he didn't do such a good job with his cooking he would not have them rush for his food.



The pit pavilion was cleared of planes and transformed into the SWARMS restaurant for the Saturday evening meal.



The catering crew who worked tirelessly through out the weekend to ensure all present were catered for from the hamburger lunch on Saturday to the banquet dinner and then onto the beef gravy roll for Sunday lunch.

The spread that was available to all for the dinner would be unmatched in any restaurant.

I never heard one complaint about the quality or quantity of the food available over the weekend.



Thank you for your effort.



There was something for every ones appetite with a variety of sweets on offer also. It was certainly time for a siesta after consuming this.

Hamburger heaven, this meal on Saturday was sponsored by AWA with each pilot registered given a free meal voucher which they all appreciated.

There were no complaints here.



There was a variety of model on display around the flight line over the two day event as well as gliders.



Rest period after a big lunch.



The largest plane at the event.



These two EDF jets did some formation flying throughout the weekend it looked impressive.

Action shot of the Ultimate on finals to land



My grandfather once told me that there were two kinds of people: those who do the work and those who take the credit.

He told me to try to be in the first group; there was much less competition.

As I hurtled through space, one thought kept crossing my mind - every part of this rocket was supplied by the lowest bidder.

Here is another one of those *Oop's* moments and the picture tells the end result. Whilst preparing the Tuscan for a flight I became engrossed in a discussion about the method I used for training students who have a desire to fly mode 2 whilst the training system used is setup for mode 1 flying.

With the two radios compatible ie both Futaba, it is easy to set the master to mode one whilst the student flies mode 2 on his / her radio and it works well.

Having finished the discussion I proceeded to the runway for take off, turned on the radio and then armed the plane and it burst into life on full throttle. I quickly realised that for some reason the throttle was reversed so I pushed it forward and it appeared to rectify the problem, I then looked at the radio and identified that I was on the wrong model, still listed on the Cloud Dancer I flew previously.

Change the model I thought so I proceed to do this whilst the plane was still armed, all hell broke loose, the plane went to full throttle again and away it went down the runway. It lifted off did a couple of rolls and catapulted into the ground, surprisingly causing little damage to the plane.



Moral of the story, always check to ensure your radio is set on to the model you are about to fly, or this could happen to you.

Fortunately the damage is minor but it had the potential to be a lot more severe.



Lunch time Sunday and pilots gathered in the pits awaiting the outcome of the raffle draw.



The two main prize winners were !!

Winner of the DLE 20cc engine: Nigel from KAMS

Winner of the Tiger 30 ARF kit: Troy from SWARMS



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

