



Propwash

August 2022

From the President



Never before in the long history of the Prowash has a crash image appeared on the front page of the magazine, however, when it is the Presidents plane (he was not flying at the time) we make exceptions.

Mayday! Mayday! Mayday!! Huston we have a problem

Greetings Members

When I left Perth on Sunday for the meeting it was pouring with rain and did not look good on the horizon but I held hope that my trusty weather app was correct for Bunbury. As I came to around the Lake Clifton turn off the skies in the Bunbury direction appeared clear and so it was. A cracking day for a meeting and some flying.

When I arrived and came through the gate to the field I noticed some blue metal road base had been spread over the what used to be quite lumpy section of track, the field and outer areas had been mowed, signs that the weed spray was starting to take effect around the edges, the tractor was parked in a new tractor port on the side of the machinery shed, new fencing being established around the shed and club room, plus, the machinery shed had been cleaned out and re-arranged. To all those involved with these tasks an amazing job done and a big thank you.

The Fun Fly is on the horizon and the committee members have been busy in the background. Can all members please let Andrew, Trevor or myself know whether you are going to be attending the Fun Fly so we can have an idea of numbers and also who may be available to help out at the field. Could you please do this over the next two weeks. Stay tuned.

I will now hand you all over to Ron who I'm sure has a lot to tell.

Happy Flying Regards
Bill Darnell



The Viper has landed. Oop's



Flying had to be halted whilst the carnage was removed from the field and placed into the pits for the analysis of the failure. No investigation results as yet.

From the Editor



With the dates for the official Funfly weekend fast approaching, 24th & 25th September, and the fact that this year we are also incorporating the event with the **MAAA 75th anniversary** celebration here in the West it is shaping up to be a “BIG weekend.

Details were discussed further at a club meeting on Sunday and with consideration taken into account for the venue and catering facilities for the Saturday night dinner it was decided to cap the numbers at 70 for the dinner. An updated flyer will be distributed to clubs advising them of this and requesting them to RSVP for the dinner ASAP to avoid disappointment if they are considering attending.

A number of other issues were discussed in detail and with a good outcome using the motto, ***we don't have problems we only have solution***, we will be able to work through the issues if and when they arise with a very good outcome over the weekend.

Members are encouraged to fully support this event and offer assistance with the tasks leading into and during the event, many hands make light work.

 No, not that light !

The weather appear to be the only thing we have no control over on the long weekend, however the club will do all in it's power to ensure a memorable weekend is spent celebrating the MAAA 75th anniversary in WA.

The number of new model maiden flights at the field has continued over the past couple of months with **“Most”** being successful. The hobby is full of challenges and there is nothing more rewarding in this sport than building, flying and seeing your model return to the runway at the end of the first flight in one piece.

Keeping in mind that all the hours spent preparing a model for the maiden flight hinges on **“ONE”** invisible radio signal at the end of the day.

If you have an apple and I have an apple and if we exchange these apples then you and I will still each have one apple.



But, if you have an idea and I have an idea and we exchange these ideas then each of us has two ideas !

“George Burnard Shaw”

We have seen the odd wingtip stall or two recently and it is concerning when you get yourself into this situation and gravity takes over before you can rectify your error, **page 14** will give you some tips on how to avoid and recover from a stall. **Pages 12 / 13** gives you some good flying tips also.



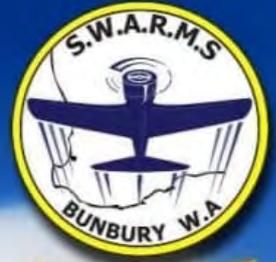
I would like to stress again that the Propwash is your newsletter and it would be appreciated if members contributed a little to each edition to make the task of producing it a little bit easier, if you have any interesting stories, experiences, photos or builds you would like to share with your fellow members please contact me to discuss.

I would be happy to discuss these with you and take notes and photos you do not have to prepare an article if that is not what you are comfortable doing. I am only a phone call away. **0419 908 165**

Motoring tips

With the fuel price so high I went to a dealership and had to test drive three cars just to run my errands for free.





FUN FLY-IN

Saturday

8:00 am: Fun Fly (Open to all aircraft)

10:00 am: Pilots Brief

6:00 pm: FunFly Dinner **PLEASE RSVP!**

FREE admission

24th and 25th

September

2022

Sunday

9:00 am: Fun Fly (Open to all aircraft)

10:00 am: Pilots Brief

Monday (Public Holiday)

Open Field

**MAAA 75th Anniversary
Celebration event.
Raffles and Prizes**

Bill Darnell: 0400077555

Andrew McAuley: 0418674986



**TIME SLOTS ALLOCATED THROUGHOUT WEEKEND
FOR
Scale Jets-helicopters**

FOOD, DRINKS AND LIMITED OVERNIGHT CAMPING AVAILABLE

Vickery Road
Elgin WA 6237

www.swarms.org.au
www.facebook.com/SWARMSWA

We have this disease with in our model aircraft sport that is very similar to the COVID epidemic that we have faced over the past couple of years but this has been around for many years.

It can creep up on you when you least expect it, at any time with very few prior symptoms but it can have a devastating impact when it strikes. Some relate it to a reaction to balsa dust, however, when it strikes you the balsa is normally a long way off so this theory has been ruled out.

It is referred to as **“Dumb Thumbs syndrome”**, it does not show any signs in the pits it waits until you are on the flight line preparing for take off, doing circuits or preparing to land. Symptoms you can experience are, you get this over whelming feeling of **“Oh Shit”** that was the wrong left or that move should have been up not down.

Regardless of what the input on the sticks was at the time the consequences are normally the same. If you have been in the sport for any length of time you would probably all have had a bad dose of this virus at one time or another.

There is no treatment available to combat this virus and only time will get you over the symptoms you experience if and when you are effected. You get this overwhelming feeling of doom and despair, you get a sick feeling in the stomach, you get a feeling of worthlessness, the body will tremble for a period and you may experience a hot flush all of this occurs prior to the walk of shame to retrieve the bits scattered around the field. They are working on a remedy to protect you, however, it could be a long way off.

From a prestige aircraft like this prior to take off:



One wrong move and the virus has got you, gravity takes over resulting in this end result.



Once this virus gets out it is highly contagious it spreads rapidly and a face mask will not prevent your exposure. It is spreading at a field near you.



The names of pilots involved have been suppressed to avoid embarrassment and Mental Health issues that could effect their future flying careers.



Dennis Milligan recently acquired a boomerang 60 airframe that had been a bit neglected, the tailplane was damaged and bits missing so he seen it as a challenge to repair and restore the plane.

Having completed the repairs and a complete recover the model turned out like this.



He completed the restoration by fitting a OS 90 nitro engine to the front end completed the electrical fitout and it was ready for the initial test flight.

On Saturday 28th May on what was a perfect morning for flying the model was taken to the field for the flight. During the maiden the virus "*Dumb Thumbs syndrome*" appears to have struck yet again and what you see here is the end result.

Crash investigators still need to confirm the real contributing factors to the crash. Watch this space.



*The Irish have solved their own fuel problems.
They imported 50 million tonnes of sand from the Arabs and they're going to drill for their own oil...*

After some "*More*" time in the workshop this is the end result, it has come out the other end looking like new again.



Trevor Wilson is getting a bit adventurous and has completed the constructed of a F 22 Raptor EDF. He obtained the plans from a YouTube video and decided to get busy on a build.

He made a decision to obtain 3mm foam board from Office Works for the build rather that use cardboard as demonstrated on the download. A pusher motor was recommended, however, Trevor wanted to power it with a 40mm Dr Max EDF unit with 3s 1300mh battery.

It has had it's maiden flight and I was privileged to have flown this, the C/G was a bit aft but it did harrier very well around the field.

He is now considering version 2 with the original plans being increased by 20%, build material increased to 6mm foam board and fitted with a 50mm EDF unit.

Can't wait to see the maiden on the next version Trev.



Recruitment of new members.

Those of you who are enthusiastic modellers should be looking at recruiting new members giving them the opportunity to enjoy the experiences you have had since first going solo. When you look around the various clubs you will see that the majority of club members are middle age to elderly members with low numbers of younger members participating.

If this trend was to continue the sport has the potential to become extinct, (Quote by David Attenborough) another species taken off the face of the earth.

We should all be encouraging new members into the sport people learning to fly need to remember that models are a small version of the real thing. Learning to fly the real thing would be out of reach of the majority of the general public and this sport is the closest you will get to fly a plane with your feet still firmly on the ground. This makes flying exciting but it also means that you need to understand your model's response.

"Just like flying a real plane, you need to notice things like air speed and have experience on your controls, to know how your model will respond,"

"Because model aircraft are based on the real thing, each model is designed differently."

Everyone must start somewhere, and the most popular models currently available are probably the Radian and the E-flite® Apprentice® S 15e RTF airplane.

Both of these models give you a chance to learn on responsive controls and the E-flite even has a 'panic' feature to return your model to level flight."

We should all encourages new modellers to take the time to come to their local club and speak to members about their needs prior to making any purchase.

Experienced modellers can offer sound advice about the type of aircraft and radio equipment to get for their first step into the sport and help prepare them to take off in a fun, challenging and exciting sport.

We should not feel bad when we change the shape of our model due to a mishap, look at the date on this magazine cover, 1973. It proves that this practice has been going on for years it appears to be the norm.



The sign recommended for the wall of ever good model room

The Five Principles Of
SHED SCIENCE

- 1 NEVER THROW ANYTHING OUT.**
You never know when you might need it.
- 2 I KNOW WHERE EVERYTHING IS.**
I know by instinct – it only appears to be a mess.
- 3 YES I NEED SEVEN OF THOSE.**
You can never have too many tools.
- 4 LEAVE THAT ALONE.**
Can't you see that's work in progress.
- 5 IT WORKS BETTER THAT WAY.**
Stop asking stupid questions.

Cladding arrived at the field for the new tractor shed which is being added to the existing machinery shed. This will enable a "LOT" more to be stored inside the main building.



The crater left in the ground as a result of the Viper mishap on Sunday, everything forward of the wing had to be dug out, good thing the ground was wet and soft. It came in with motor dead, good thing it was not at full throttle or we would still be digging.



The new support post and bracing has been completed on the entrance gate check it out (not knock it out) when you next visit the field.



The maintenance crew have been doing a bit of work around the field and after this mowing session the area looks very impressive. This is the first complete mowing task conducted since the rainy weather arrived.



Peter Dustan's new Tiger 60 fitted with a DLE 20cc engine a stable flyer, the plane not Peter !



Marcus Burr has taken the next step with this addition to his hanger. A balsa Sonic kit which is fitted with electric motor. It is a bit more advanced than the scale foam models he has been flying. The maiden flight proved it to be a very stable model in flight.



Ian Clapp has fitted a 30cc 3cylinder radial motor to this Albatross model, will be interesting to hear and see this model in the air in the near future.



Two Irishmen were working for the city public works department.

One would dig a hole and the other would follow behind him and fill the hole in.

They worked up one side of the street, then down the other, then moved on to the next street, working furiously all day without rest, one man digging a hole, the other filling it in again. An onlooker was amazed at their hard work, but couldn't understand what they were doing.

So he asked the hole digger, "I'm impressed by the effort you two are putting into your work, but I don't get it: why do you dig a hole, only to have your partner follow behind and fill it up again?"

"The hole digger wiped his brow and sighed, "Well, I suppose it probably looks odd because we're normally a three-person team, but today the lad who plants the trees called in sick".



Good to see Troy recovering and back flying after his recent shoulder surgery, he was able to handle the radio with his arm in a sling on return and performed very well on the sticks, considering.

“Flashback”

This is what he could do with two good arms so there is hope for him to progress through his rehabilitation and soon be back to this normal high standard of flying. Boomerang in the tree !



He did not have to get clearance to land on the runway as that was some distance away.

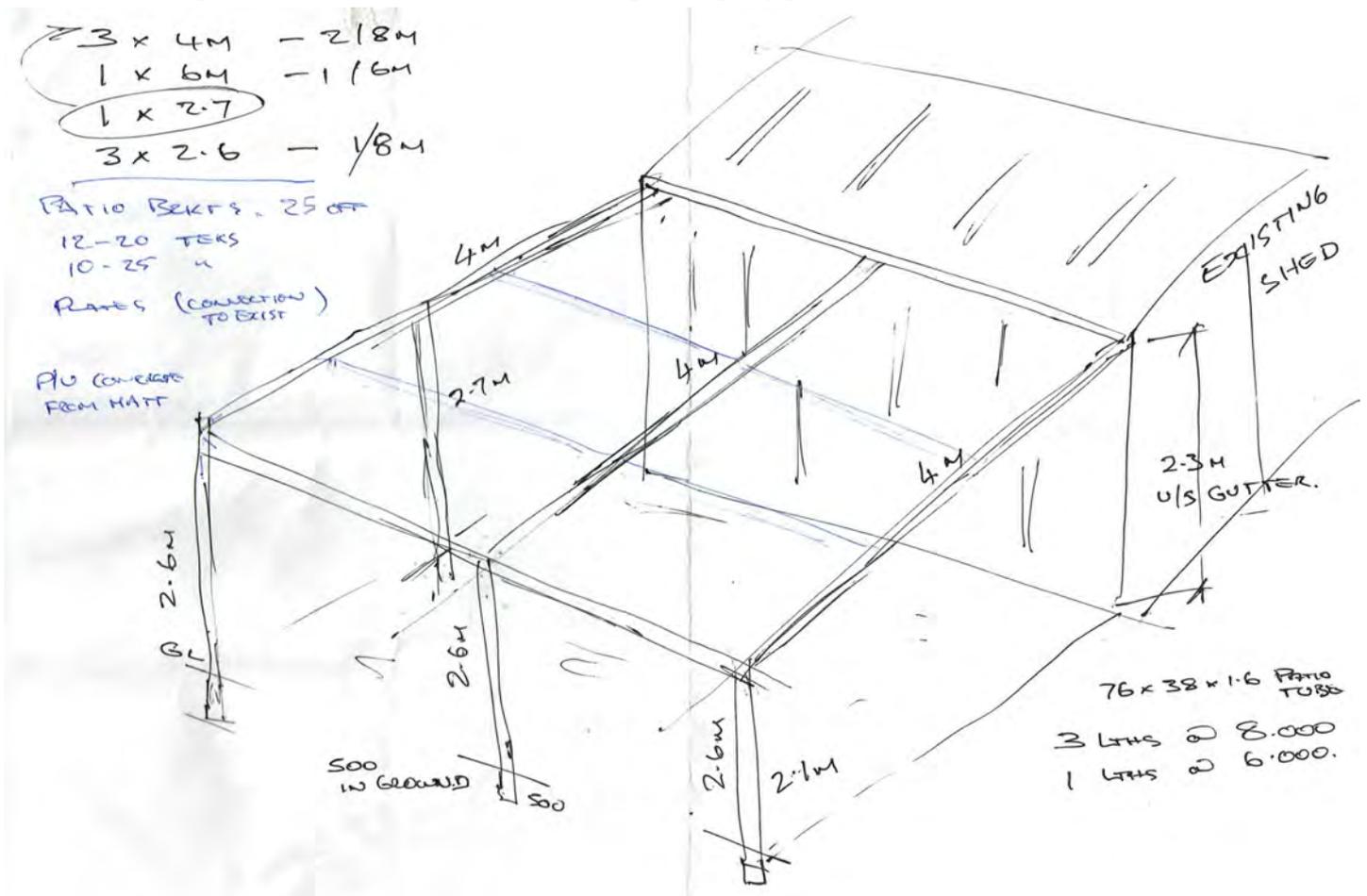


MY MATE WAS TELLING ME
HE FAILED HIS EXAM IN
ABORIGINAL MUSIC...

I SAID
'DIDJA REDO IT?'

The recent construction of the extensions onto the existing machinery shed to house the tractor was a very sophisticated design and construction project, it was good that the drafting design and consulting firm adopted the “KISS” philosophy when considering the complexity of the task. Amazingly the construction crew followed the plan to the letter and the following photos captured the progress of the build.

Original Plan as submitted by the design company prior to the build commencement.



Some work on a recent project at the field captured here with the foundation being laid for the extension to the machinery shed to house the tractor.



There was some concern raised about the inaction of these two members leaning on their shovels. Background checks have been conducted and it was found that both of them had previously been employed by the Shire, that explains everything.



Trevor was heard to be singing the 1984 Glenn Frey hit song "The Heat Is On" whilst doing this.



Peter Dustan got onto the mower and can be seen here away in the distance removing the over growth caused by recent rains.



The intricate task of getting the base level for the foundation is the key to the success of the project..



Final instructions being given to the crew on Sunday 24th July (or was Ian preaching) about the installation of the last section of cladding for the shed extensions.



Andrew putting the finishing touches to the wall with the final few tech screw being driven home.



At the end of the day the tractor was positioned comfortably in it's new accommodation.



This is what can happen during a flying display getting a little too close wings entangle and it's all over, not sure what they looked like when they hit the ground but a great action photo up there, they look pretty impressive



With every sport there is always a need to talk tactics and RC modelling is no exception, a group of local pilots seen here talking tactics prior to the next flight on what was a perfect day for flying. With all eyes looking in the same direction would be safe to say Matthew has the floor at the moment.



AIDS WARNING !

To all of you who are approaching 50 or have reached fifty and beyond, this is specially for you.

Senior Citizens are the nations leading carriers of AIDS:

Yes AIDS:

Hearing aids

Band aids

Walking aids

Medical aids

Government aids

Most of all: monetary aids to their kids.

Not forgetting HIV (Hair is vanishing)

MICHAEL WARGO'S TOP TEN FLYING TIPS**1. Practice** - There Are 3 Organs Involved In Flying.

Eyes - needed for looking at the aircraft

Brain - needed for interpreting what we see

Fingers - Stick action / movements

3D flight is particularly demanding on those organs, so the best tricks bypass the brain so that interpretation becomes automatic. At this point, I believe most movements for me are automatic and the direct result of practice.

2. Landing - Keeping The Plane Pointed At Yourself Until Lat.

When landing on the final, point the nose of the plane directly at yourself until you get a short distance before the runway begins. It is easy to make a slight left or right adjustment to find the runway centre. This is a remarkably good tip that has solved countless landing issues I've had as I trained pilots. Trying to line up straight from a long approach confuses your eye because of perspective issues. Your eye is confused at the plane's actual direction. This is why so many miss the runway.

Improve the softness of your landings by looking at the wheels instead of the plane as a whole in the last moments of the landings.

3. Take Off Speed - Warbirds And Especially Jets, Do Not Take Off Without Plenty Of Speed, Especially On A Maiden Flight.

Stay on the runway as long as possible. One of the biggest causes of crashes is lifting off early with scale planes where the initial speed loss of ascent or sharp ascent causes a tip stall.

Ensuring your plane has plenty of power (even if not scale) allows you to recover. A plane that is about the stall will suffer ineffective control, making it impossible to recover. However, an overpowering plane completely eliminates this. If you like to fly scale, you need only learn to use throttle management.

4. Landing - Elevator For Speed And Throttle For Altitude

While landing, the elevator should be used for AOA and airspeed, the throttle should be used strategically for controlling altitude during landing. Since you want to stall the plane near the ground to land and not bounce down the runway, you need to be slow.

All full-scale planes land with power on.

The biggest and most common mistake I see is when planes just coast to the ground or when landing too fast. Then the plane bounces and lifts off again and causes all kinds of problems.

Use the elevator to slow down the aircraft and then add a bit of power back to slow descent. Again, full-scale planes do it this way.

5. Knife Edge - Sticks Together Or Sticks Apart For Knife-Edge

To enter Knife-edge flight from level flight move rudder/ aileron sticks in opposite direction Sticks or Same direction (aileron slightly before rudder).

When rolling right, move the sticks apart and this will have the rudder in the correct direction.

When rolling left, move the sticks together.

When doing from inverted, left and right are the opposite.

Another tip is if you're seeing the canopy move rudder stick to the tail, and if you're seeing the belly then move it towards the motor.

6. When Control Is Lost - Keep Flying The Plane.

When in a crisis, don't panic. Keep flying the plane. So you're about to go down while trying a move close to the ground or at altitude. Don't immediately panic and give full throttle to (hopefully) pull out or just give up. Get the plane under control first then add an appropriate amount of throttle. Sometimes you'll crash it anyway but at least you tried.

7. Power Into Turns - When Slow Or On Approach Power into turns, while making final turns for landing when going slow.

Many crashes happen when flying slowly on the corners. The turn simply slows the plane even more and the banked wings alter lift. The plane tip stalls, then your ailerons and elevator fail to do anything. It often feels like you lost a radio signal, but you didn't. Every club I go to, someone will come up to me and say "there is a mysterious dead zone in the corners".

8. Throttle For Altitude - In Knife-Edge Flight

The Knife-edge flight is pretty easy to master. Getting low seems to be a universal problem until you know and understand this tip. Use the rudder only to establish an angle of attack and get the nose level or pointing upward. Then, reduce the power and the plane will descend.

When you get low enough, just add throttle. Do not change the rudder. Although in truth, you may be adjusting rudder all the time. The principal is that power alone will be responsible for altitude. Early in my career, this gave me a real headache and I just couldn't get it. Then I discovered this on my own and I could have mastered in one day what took 3 months.

9. When Hovering Belly In - Move Rudder In Direction Of Falling Wing

When hovering with the belly facing you, or in the 180-degree point of a torque roll, if the wing drops in one direction or the other, use the rudder direction to lift that wing to level.

In other words, think of the rudder as lifting the falling wing back up (because that is what it is doing). **PUSH THE RUDDER STICK IN THE DIRECTION OF THE FALLING WING.**

10. When Inverted - Push The End Toward In Direction You Want To Go Or Move The Rudder To The Pointy End.

When flying inverted, it is best to imagine the plane being a disk and the rudder will turn whichever pointy end (nose, tail, or either wingtip) is closest to you in the direction you move the stick.

Whatever part of the plane you're looking at, use the stick to "push" that part of the plane in the direction you want it to go.

For instance: If you're inverted coming towards yourself, and you want the plane to make a turn to your right you need to push the rudder right, and that'll push the nose to the right relative to you.

Likewise, if the plane is heading away from you and you want the plane to go to your right, you'll "push" the tail to the left, so the rudder stick left, and that'll push the tail to the left and the plane will turn right, relative to you.

These tips were extracted from a document written by Michael Wargo, interesting tips to follow here when in the skies over the field.



Paddy says to Mick - I'm ready for a holiday, only this year I'm going to do it a bit different.

Three years ago I went to Spain and Mary got pregnant, two years ago I went to Italy and Mary got pregnant, last year I went to Majorca and Mary got pregnant."

Mick asks - So what are you going to do this year?" Paddy replies, - I'll take her with me!"

WARNING!

Some reader my find these picture confronting, however, reality is that props can and do cause some very serious hand injuries they still need to be treated with respect when enjoying our hobby.

Don't become complacent around spinning props.



Why I like retirement

Question: How many days in a week?

Answer: 6 Saturdays, 1 Sunday

Question: When is a retiree's bedtime?

Answer: Three hours after he falls asleep on the couch.

Question: What's the biggest gripe of retirees?

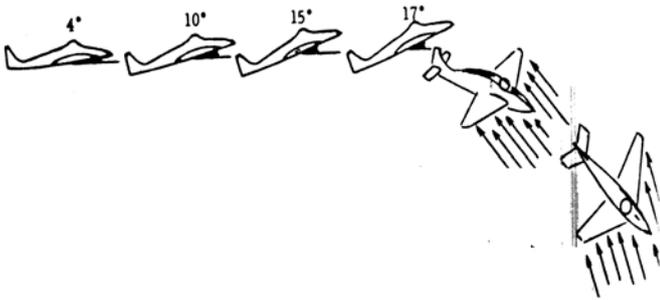
Answer: There is not enough time to get everything done.

Question: Why are retirees so slow to clean out the basement, attic or garage?

Answer: They know that as soon as they do, one of their adult kids will want to store stuff there.

Principles of Flight / The stall

Generally, after take-off, coming in to land, gliding turns without Thrust, climbing, and climbing turns all demand our vigilance. We watch our speed, We're quick to notice our stick and rudder controls becoming sloppy and less effective Which suggest a decreasing airspeed and we remember that carelessness hereabouts can present us with a stall. Conversely, if we're careful pilots, we should never have an accidental stall. So don't start worrying about something that may never happen.



How a stall might come up: Angle of Attack increases from 4 to 10. to 15, the stalling angle, as the stick is pulled back. Lift increases and is at a maximum at the stalling angle. Drag increases, too, all the way, due to the increasing angle of attack. And so speed falls off. The controls (ailerons and rudder and elevators) becoming sloppy and less effective as the stall is approached. This is due to decreasing airspeed, gradual breakdown in streamlines over aero foils, and increasing turbulence.

Then:

The angle of attack passes the stalling angle and the airplane stalls. Rudder & ailerons now extremely sloppy and ineffective due to low airspeed, steep angle of attack, and heavy turbulence around airfoils. The aircraft falls, the relative airflow is upward and above the stalling angle. And in our illustration we have wing drop for good measure, although this need not happen and will not happen if the aircraft is a type that stalls straight ahead. In our illustration, with a wing dropping, the aircraft begins to roll and yaw and pitch into a spin. NOTE that the aircraft remains stalled in the spin due to the high angle of attack resulting from the relative up flow of the airflow. We'll leave him in the spin and get him out later.

That Sudden Drop:

If through lack of knowledge, *instinct* or hard experience, we fly beyond the stalling angle, both the Lift Coefficient or simply a Wing's Lift efficiency and speed decrease. The Vertical Component no longer has the Lift muscles to support the Weight.

And then hang onto your hat. For the aeroplane will commence to drop pretty suddenly. Some, of course, are milder than others.

If we ever feel disposed to attempt this little experiment of flying as slowly as Possible, and our Instructor will put us through the hoops carefully and safely as part of our training, of course, there are only two places we should choose for it - not more than a foot or so above a regular landing field, or at least 30 metres above Mother Earth.

Recovery From a Stall:

The secret of recovery from a stall is get the angle of attack down until it is below the stalling angle -below the angle at which the airflow becomes turbulent. This is achieved by moving the stick forward (down elevator) which puts the nose down, and by opening the throttle. Opening the throttle not only improves the airflow by boosting the slipstream over the wings and elevators, and the airflow itself over the outer wings and ailerons, but, by helping to flatten the actual flight path, it prevents the A of A from becoming even larger.

Your practical flying will cover stalling with flaps up and engine off - there will be much more height lost when no throttle is used in the recovery; with flaps up and the engine on - the aircraft will stall at slower speeds and with nose much higher; with flaps down and engine off - speed falls off faster as the nose is raised, the stall occurs at a lower airspeed, and the nose may drop more rapidly; and with flaps down and engine on - airspeed does not fall off so rapidly, and the stalling speed is lowest of all.

Finally, there is no danger in stalling if you remember that

- (a) much height may be lost in the stall and recovery;
- (b) aileron controls may not be very effective until the angle of attack of the wings has been reduced below the stalling angle and
- (c) a wing-drop or incipient (i.e. 'beginning of') spin at the stall stage should be picked up always with opposite rudder to speed up the dropped wing, and not with aileron.



Electric-Powered Radio Control Planes are Taking Off!



Lightweight, rechargeable batteries have become increasingly popular with model aviation buffs who want an alternative to traditional fuel-powered models.

When flying nitro and gas planes we are now becoming surrounded on the flight line by the buzz of the tiny electric motors that power planes of our fellow hobbyists.

It's a sharp contrast to when fuel-powered model planes which are much louder, as well as faster than the electric models and dominated the hobby.

The radio-controlled electric planes, powered by lightweight, rechargeable batteries, have become increasingly popular with model aviation buffs who want an alternative to traditional fuel-powered models.

"It's a shift being made in the last few years and we have been seeing more families, more youths, everybody, getting into it."

Fuel-powered planes, including gasoline, nitro and even jet-fuelled models, still have many devoted followers. But demand for the cleaner and quieter electric planes, which are called park fliers, has grown dramatically due mainly to noise restriction imposed on some club fields.

A few years ago, park fliers accounted for "30% of sales, but now it's closer to 70%," The small park fliers are easier to fly because they can go slower, without sacrificing manoeuvrability. Innovations in materials, including bodies made of newer, sturdier foam and fast-drying glues have made them easier and less expensive to fix.

"Now you can fly at 20 mph, so you can learn,"
 "When you crash, 75% of crashes are going to cost you \$20 or less to fix."

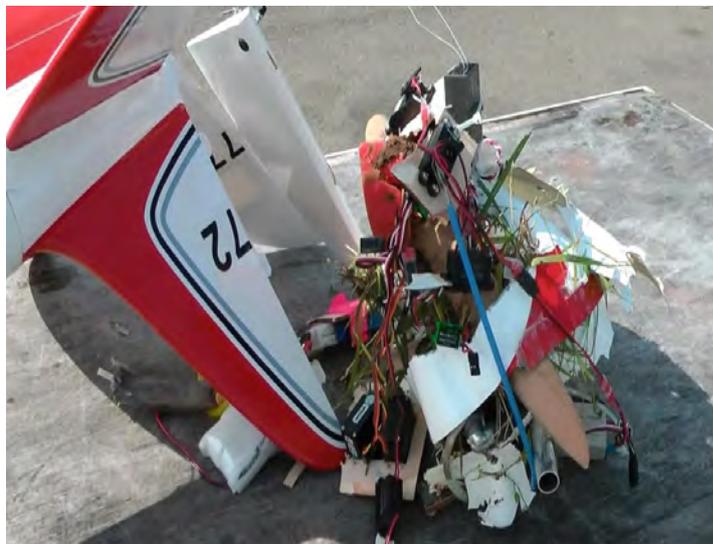
Lower costs and better performance have also been brought about by advances in the motors and electronic controls for the planes.

"Are we looking at the tip of the iceberg,"

Reality is they are more convenient to charge and load into the car also quieter and cleaner to fly electric planes, however, Nitro, Gas and Jet fuelled planes will be around for a long time to come

When a mishap occurs whilst flying it can have a dramatic negative overall effect on the pilot operating the radio. Even if you do not own the model. It can be rather expensive depending on the size and age of the model and the extent of damage sustained during the incident, this will determine if a rebuild is possible or the model goes in the bin.

"But" there is a positive, it makes the trip home one hell of a lot easier to pack back into the car.



A young boy was out and about with his Grandfather when he asked if they could go for lunch.

Grandfather asked where do you want to go ?

Grandson said McDonalds.

Grandfather said if you can spell it we will go there.

Grandson was quiet for a while and then said.

Oh bugger ! Let's go to KFC instead.



Catch you when we fly into the next edition in 2022. Happy Flying, regards Ron.

