



Propwash

June 2022

From the President



A few highlights from Bill's Presidents report for the year.

There was an increase in membership over the year of 33% I feel that the facilities that you the members have worked hard for is a big draw card for any prospective members that come to fly.

The facility upgrades have continued throughout the year with the installation of the new pit pavilion roof now complete, the solar power system upgrade completed and with the purchase of a new (second hand) mower now on site the field maintenance time will be halved.

The EDF day was a first for the club and proved to be very popular with a number of visiting pilots attending the day out in the sky.

September saw the return of the Funfly weekend and boy did it return. There were over 50 pilots attend the event and each pilot had more than one aircraft which makes a lot of plying time. Those that saw it a major highlight was the night flying session and the evening dinner as always was a hit with the visitors thanks to Trevor and Erica for their catering.

Going forward discussion have commenced and we have voted to pursue the second runway upgrade. This should draw more events and members to our club into the future, the first concrete runway has been a great success and certainly the second will be as well a bit further down the track.

Once install the SWARMS club will be the envy of many clubs around Australia and should attract visitors to the area to enjoy the facilities.

I call upon members to continue to be part of this wonderful club and enjoy the pastime that is aeromodeling and to continue the friendships formed on common bond of this hobby.

The members gathering for the Annual General Meeting conducted at the field on Sunday 5th June.



From the Editor



With another flying year coming to a close it is time to review the past year and look forward to what the next year might have on offer for us, COVID is still around, however, it has not impacted on the club too much now that we have changed our life style and are learning to live with it.

This time of the year brings along the AGM and the requirement to announce all positions on the committee vacant, this was done on Sunday 5th June with a couple of new faces taking up positions for the 2022/23 year.

The first for some time that we actually had an election with two nominations for the position a s President. The meeting was well attended.



After a hard fought election battle for committee positions it has been run and won for the 2022/23 flying year and the results are in with the following members being elected for the pursuing year.:

- President:** Bill Darnell
- Vice President:** Ian Clapp
- Secretary:** Andrew McAuley
- Treasurer:** Trevor Wilson
- Canteen Manager:** John Frings
- Maintenance coordinator:** Peter Dustan
- Safety Officer:** Ed Meester
Chris Saxton
- Propwash Editor:** Ron Waller

The fees were set for the 2022/23 flying year, MAAA / AWA fees were set at \$140 which is same as previous year. It was deemed that it was not necessary to increase the club fees and a motion was put that they remain the same at the previous year at \$170

As there are several new member pilots currently going through their training program I have included on page 13 the most commonly asked questions by new pilots plus most common answers given.

It is good for new pilots to get an understanding of what radio control flying is all about and these questions listed and answers will give you a better appreciation of what happens, when, how and why.

We have another new member, Marcus Burr, who recently joined the club he commenced his flying on Mode 2 but has since changed to Mode 1 and is starting to get his thumbs around the sticks and enjoying the experience, welcome to the club Marcus.

*I could have had a photographic memory.
But I never developed it.*

I have learnt so much from my mistakes, I am thinking of making a few more.

Breaking News !!

Troy is finally getting serious about his flying, he recently upgrades his model flight box

From this:



To this:



Sunday 10th April was not a great day for flying particularly after 11am, a heavy storm came across the field with torrential rain falling and in just a short period of time flooding the entire car park.



Once the storm passed we thought it was time for a bit more flying, however, due to excessive water around we would have had to resort to float plane flying as with wheels on the boomerang it made it difficult to get airborne off the water.



The large volume of water flooded into the car park from all angles making it impossible to cross, all the drains were filled to capacity in a very short period so a call was made that it was time to pack up for the day and try to load planes and equipment back into trailers and vehicles with out going under water.

The boomerang made a lonely sight sitting partly submerged in the flood waters of the car park and had to be retrieved in ankle deep water to get it packed back into the trailer.



With the kind donation of a radio from Ian Humphryson and compatible receiver from Scott Pittick we now have a complete training package, thanks to you both. The club is now able to accommodate the training needs of new members with their choice of either a Mode 1 and Mode 2 configuration. This has been an issue in the past with Mode 1 training being the only option available to new members. This will eliminate the need for them to change their radios system when they arrive at the field to join having already purchased some of their equipment which more recently has been a Mode 2 configuration radio system.



Club training aircraft.

Boomerang 60 fitted with an OS 65 nitro motor.



This model is a 1/5 scale Mitsubishi A-6M zero (93 in wingspan). Made in china with an all composite construction. Manufacturer is called Top RC.



It is currently being constructed by Leigh Thomas the build has been ongoing for about 6 months. Leigh bought the kit used from a chap in NSW who had butchered the firewall. He has spent a lot of time machining up a new mount with the correct thrust angles. He indicated that in hindsight he would have bought a new kit.

It has scale flaps and fully retractable main and tail wheels. The engine is a UMS 5 cinder radial with 100 cc displacement.

These engines are made in India and have a very good reputation for reliability and scale noise. The engine uses a fuel pump and spark ignition for all 5 cylinders.

The engine puts out about 7 hp with a 23" 3 blade propeller.



Leigh is looking to fly it in 2-3 months, time permitting. Still needs to setup the servos using Futaba S-Bus protocol. Also looking to install a smoke system some time in the future.

Will hopefully sound similar to the identical model in the YouTube video below, although this model uses a SAITO 3 cylinder 90cc engine.

<https://youtu.be/kDfoG4nJx6s> it is worth going to this link for a look and listen



Can't wait to see and hear this model in the skies over SWARMS in the not too distant future. All the best with the build Leigh hope it all goes to plan and things remain in track for the maiden flight.



The motor of the Zero fitted in snugly behind the cowl awaiting a prop and being fired up.



It was great day for flying on Sunday 1st May but the Gremlins had the same idea and contributed to three terminal crashes throughout the morning.



This Chaser, owned and flown by John Frings, was the first to go down he lost all radio signal whilst flying at low altitude over the southern end of the field crumpled foam nose as a result.



Ed Meester was not far behind as he taxied this EDF to the runway for take off and shortly after the plane left the ground it suffered the same fate in the same area of the field it came down in close proximity to where John had hit the deck.



Not a pretty sight after the incident, lucky for Ed Clappy had his four wheel bike at the field and was able to retrieve all the damaged parts and return them to the pits in the trailer.



Peter Dustan test flew this Spacewalker powered by a DLE 20cc engine and it settled down nicely after the normal few clicks of trim.



However, the Gremlins were not to be out done and on the second flight this plane met with the same fate, in the same area as the previous two planes causing serious damage. Peter lost all radio contact just after take off and was unable to retrieve the plane as it dropped a wing and cartwheeled on making contact with the ground.



Now that the Antonov An-225 Mriya, the largest transport plane that has graced our skies has been destroyed by the Russian invasion of Ukraine how long will it be before we see a Radio Controlled model available in model shops. Would certainly look and sound impressive if and when one was every available.

Maybe we would have to extend the runway if it was flown at SWARMS.



Two outstanding projects were completed at the field on Good Friday and an email was circulated to members informing them of the result and thanking them for their support.

The Pitts roof is on, took us a while but we got there we have also had success installing the two new panels purchased for our 12v power system upgrade.

The committee would like to acknowledge all those involved from the concept, design work, costing, manufacturing and site placements. A lot of individual effort has gone into these projects for the benefit of our club.

These efforts and hard work continue building SWARMS into bigger and better facility for all of us to enjoy now and in the future.

Thankyou Everyone



Anzac Day was celebrated at the field on Monday 25th April commencing with a breakfast and then on a full stomach some members flew War Birds or Air-force models, not all planes displayed here or on page 14 were flown due to the blustery winds persisting throughout the morning but those who did participate enjoyed the mornings flying.

The chefs and the kitchen staff ensured that there was both quantity and quality for all who participated in the breakfast.



Just a few of those present who took part in the breakfast.



Looks like Trevor had to fight for his breakfast and then was caught sitting having his meal with all his friends.



Oh, there were also a good range of models at the event with a number of pictures included on page 14 for your perusal..



Could these Drone deliveries soon be coming from a store near you ?

This style of Drone has made over 200,000 successful deliveries during trials and is now ready for commercial service.



How the Delivery Works

In an October 2021 press release, the company outlined how its new drone model would serve densely populated metropolitan areas.

“The aircraft will arrive in small containers that serve as tiny hangars, allowing each store to quickly and easily deploy a small, dedicated fleet from its parking lot, on its roof, or in small spaces adjacent to the building.”

Walgreens team members will load the packages onto the drone and Wing will oversee the delivery.

History of Success

Wing already has a history of successful drone delivery operations. In January 2019, the company began delivering takeout food in Australia. It then launched in Helsinki, Finland, before starting operations in Virginia in the U.S. The launch in Texas is its fifth integration of delivery drones into local airspace. In 2021, the company completed more than 100,000 deliveries in Australia. In 2022, it registered its busiest week so far when it delivered 1,000-plus packages in a single day or once every 25 seconds.

In total, Wing has completed more than 200,000 commercial deliveries across the globe.

The Aircraft

Wing’s drone is designed as a hybrid, using both fixed-wing and hover propellers to transition between operating like an airplane and a helicopter. It flies at a speed of 65 mph or approximately 56 knots. According to its website, its record order-to-delivery time is just under 2 minutes and 50 seconds.

The payload must weigh less than 2.6 pounds, and it can fly a roundtrip distance of up to 12 miles. While the drones are autonomous, remote pilots monitor the aircraft and can take over should something go wrong.



John Frings did a maiden flight on his new Cobra aircraft on Sunday 1st May, it is fitted with a 46 nitro motor and performed well and proved to be pretty nippy around the sky.



Quite a few comments were made and concern raised that the dihedral on the wings were set at the wrong angle as indicated in this picture below, however, once airborne it proved to not be an issue. Maiden flight was successful.



The build and test flight of a 40% Giant Scale Waco model plane as described by the builder owner.

Construction time was over a 12 months period and the finished model weighed in at 46 kilos, it is fitted with a 400 cc Moki petrol engine

MAAA standard for test flying and certifying a giant model is that there is a requirement for the model to have three consecutive (successful) flights as well as progress inspections during the build.

The section that I liked is the details relating to the maiden flight and how this impacted on the builder during the flight, I thought it was only me who went through this with a new model.

Start up of the Moki engine went to plan and the normal tuning prior to the first flight, the crew were a little more than impressed with the sound of the engine.

Who, but us RC modellers spend all this time and effort not to mention money and then commit their labour of love to the air on a very small radio signal. Why? Why? Why?

The Moki was ticking over perfectly and there was no reason left now but to open the throttle and see what happens. The plane tracked straight down the runway and lifted off in about 10 metres. There was a requirement for a bit of down elevator trim and the model continued to cruise around the sky, with a mass weight of 46 kilos and being a Bi-Plane every thing moved a lot slower.

With the regulatory flying manoeuvres carried out accordingly to MAAA regulations it was time to prepare for the initial landing. The Moki had warmed up, but with the throttle completely closed, it would not slow down enough for the landing, at this stage the adrenalin really starts to take over.

After four attempts to get the plane down it became more apparent that there would need to be a dead stick landing. Time to use the kill switch on finals, how high, how far away, what is the glide path of this unproven model, when to kill the engine all these questions on a plane that had never landed before. (Are we having fun yet?)

With all this now behind us we were on final approach for touchdown, with breath held and finger crossed it all came together, a near perfect landing approach and touch down.

There are a lot of pilots who indicate that their dead stick landings are always their best, (Troy) maybe because you only get one go at it.

The model was certified and has since had many successful enjoyable flights for the builder.





*My wife asked me what I wanted for Christmas,
I said a plane.*



She got me one, thank you dear!

The B36 is a model that has frequented the field on several occasions after Woody constructed it, however, due to a lot of issues it has not flown for him. Due to his ill health he decided to pass it on and another of our members, Glenn Lloyd Woods who took on the project and has since made some modification and upgrades in an effort to get it into the Sky. Work still in progress

This is an interesting article about the real deal.



During my three years at Ellsworth Air Force Base I had two events that I call outstanding,' A/IC Ralph Whitaker (Ret.), B-36 Electrical Gunner Upper.

Responding to the US Army Air Forces' requirement for a strategic bomber with intercontinental range, Consolidated Vultee (later Convair) designed the B-36 during World War II. The airplane made its maiden flight in August 1946, and in June 1948 the Strategic Air Command received its first operational B-36. Some B-36s served as photographic reconnaissance aircraft, and others were adapted to launch and retrieve specially modified RF-84F/K reconnaissance planes.

Powered by six Pratt & Whitney R-4360 engines, the B-36J cruised at 230 mph, but for additional bursts of speed its four General Electric J47s increased the maximum speed to 435 mph. It carried 86,000 pounds of nuclear or conventional bombs. When production ended in August 1954, more than 380 B-36s had been built for the US Air Force.

In 1958-1959, the USAF replaced the B-36 with the all-jet B-52. Although never used in combat, the B-36 was a major deterrent to enemy aggression. The RB-36 variants of the B-36 were used for reconnaissance during the Cold War with the Soviet Union and the B-36 bomber variants conducted training and test operations and stood ground and airborne alert, but the latter variants were never used offensively as bombers against hostile forces; it never

A/IC Ralph Whitaker (Ret.) Electrical Gunner Upper AFT.RT. 717th Bomb Squadron (H), 28th Bomb Wing (H) Ellsworth Air Force Base Rapid City, South Dakota, recalls in Meyers K. Jacobsen's book Convair B-36: A Comprehensive History of America's "Big Stick":

During my three years at Ellsworth Air Force Base I had two events that I call outstanding. 'My crew and I were involved in a "rum-run" to Ramey AFB around November 1954, and I've forgotten the name of the very capable aircraft commander. We took off loaded for Ramey AFB, when the left inboard flap stopped in about 15 degree down position.

It looked loose and dangerous, so we pointed out the flap and gear indicators to the aircraft commander. The A/C sent the crew chief to the bomb bay to check the problem out, but to no avail. So the A/C invited any of the crew the option of bailing out. But with the option of fifteen mph ground winds for bailing out, or coming in with the plane still fully loaded with fuel, our A/C felt he had the confidence to give it a try. Besides, we had two miles of available runway.

We all chose to ride it out, and proceeded to secure the area and buckled up tight in crash positions. The hot shot pilot touched the gears down on the very end of the runway and normally we'd slowed enough to turn off at the operations turn off.

But today we went by operations engines in reverse and operations just a blur in the blister. We were slowing down, but we in the aft section couldn't see the end of the runway rapidly coming at us.

But we sensed somebody had better throw out the anchor. Fortunately, at the very end of the two mile runway, the pilot looped the plane around with the brakes squealing when it stopped. Finally, thereafter our ground crew fixed the broken flap linkage, and we proceeded to Ramey with no further problems.

'The second event that really sticks with me was an airshow flight of our RB-36 to Billings, Montana, where a new airport celebration was in progress.

This airport was built on a high bluff above the town and had an adequate runway of one mile for commercial aircraft and our RB-36. After setting overnight on the parking area, we found our main gear had sunk into the asphalt, about inches deep.

Fortunately, we had enough power to pull out and proceed forward to the end of the runway, where we had to back up by reversing the props into a starting position for take off. We took off with all ten engines roaring in about one half of the one mile of available runway.

We pointed the aircraft's nose as straight up as possible, and at about 10,000 feet banked over in a "chandelle type" manoeuvre and came down aimed at the centre of the runway. We then pulled out at about 100 feet above the runway and pulled up at the far end of the runway the same way. These manoeuvres glued us to our seats until we levelled off and headed back for Ellsworth. The A/C had put on quite a show for everyone, including us.'

All Terrain Vehicle (ATV)



All Terrain Plane (ATP)



A helicopter carrying passengers suddenly loses engine power and the aircraft begins to descend.

The pilot safely performs an emergency landing in water and tells the passengers to remain seated and to keep the doors closed, stating that in emergency situations, the aircraft is designed to stay afloat for 30 minutes - giving rescuers time to get to them.

Despite the order, a man gets out of his seat and runs over to open the door. The pilot screams at him: "Didn't you hear what I said, the aircraft is designed to stay afloat as long as the doors remain closed?"

"Of course I heard you," the man replied. "But it's also designed to fly, and look how good that one worked out."



Dennis Green a Life Member celebrated his 88th Birthday recently we hope you had a enjoyable day.

Dennis still enjoys his time in the sky, however, he does have a swivel chair on the flight line for a bit more flying comfort these days.



Good Friday was the designated day to replace the pit pavilion roof and to fit the new solar panels for the power supply to the fridge. Both tasks were completed on the day.

Off with the old roof sheeting.



On with the new sheeting.



Existing framework for the solar panels stripped ready for the additional two panels.



Thumbs up, a good indication that the new panels are fitted and the system is up and running again.



I obtained this Tiger Moth recently which had previously been fitted with a 4 stroke glow motor, this was changed out to electric and after a bit of work on the cowl and a total recover I test flew it on Sunday 8th, the end result was very pleasing.



Most commonly asked questions by new pilots**Plus most common answers given.****How many airplanes can fly at a time? -**

With the introduction of 2.4 GHZ frequency it has eliminated the risk of cross frequency signals being transmitted.

Also, when more than six or seven planes are in the air at the same time, it can be quite distracting to the flyers (mid-air collisions do happen). For this reason, SWARMS limit the number of planes that can be in the air at the same time to six.

How long can they fly? - Depending on the size of the engine and the size of the fuel tank, the range of flight time can be from about 10 minutes to well over 20 minutes. One common recommendation for a .40 sized engine is about a six once fuel tank. This will allow about a 10-12 minute flight.

What happens if the engine quits? - Most planes designed for beginners will glide quite well. In the hands of an experienced flier, a plane can be safely landed even if the engine quits. Of course the altitude and attitude of the airplane at the time of the engine failure has a lot to do with how difficult it is to safely land the airplane. The higher the plane, the more time the flier will have to plan the landing. (Landings without power are called dead-stick landings.)

How far away can the airplane fly? - The rule of thumb is: if you can see it you have control of it! Generally speaking, your radio will have control of the airplane for up to distances of more than a mile. The higher the plane, the greater the range.

How fast do they go? - This depends on the style of airplane as well as the size of the engine. Trainers will fly at speeds of about 20-40 miles per hour, depending on the manoeuvre. More aerobatic sport planes can reach speeds of well over 90 MPH. Pylon racers designed for speed can go as fast as 150 MPH.

How high can they go? - As high as you can see them. Again, if you can see it, you have control of it! However, flying fields that are located in close proximity to airports usually have some height limitations. Instructors will relate to any rules related to height and position flying. At SWARMS it is 1,000 feet.

Is flying an RC airplane like flying a real (full scale) airplane? - In essence, yes. You'll have the same basic controls a full scale pilot has of a real airplane.

However, full scale pilots that have learned to fly RC airplanes indicate that there is quite a difference in actual flying technique. They say an RC airplane responds much faster than a real airplane. They also say that learning to fly RC can be awkward, since there is no feel for the planes manoeuvres. RC flying requires much more hand/eye coordination since you must respond to what you see.

Is it hard to learn to fly? - This is a tough question to answer. Everyone has a different aptitude level for learning RC. This much is certain. RC flying is hard enough to learn that you will not want to try to learn by yourself. In over 20 years of flying experience, I have never seen anyone learn by themselves that did not go through several airplanes (or at least several crashes) in the process! Fixing airplanes is not nearly as much fun as flying. If you want to learn to fly with the least amount of problems, join the club and work with one of our instructors. He'll flight test and trim your plane, take off and land for you, give you pointers, and stand close by, ready to take control if you get into trouble in the air.

How long does it take to learn to fly? - Like the previous question, this is tough to answer. It depends upon the student's aptitude. It also depends on how often you practice. The more often you practice, the shorter the time it will take to master. You know the saying, "If you don't use it, you lose it!" It truly applies to RC flying. If you only fly once a week, it may take quite a long time. You'll be struggling to remember what was learned in the last session. We have seen people solo (fly by themselves for an entire flight) in as little as two weeks of practice (every day for several flights). Others make take the whole flying season to learn to fly. Yet others may take more than one flying season. With a good instructor, even the learning stage is fun and rewarding. So this period should seem to go quite quickly, regardless of how long it takes.

What's the hardest part of flying? - Landing. Your instructor will first teach you how to keep the plane in the air, making simple turns. Then you'll progress to flying figure eight patterns. Once you can keep the plane in the air by yourself without any problems, you'll learn to take-off. Finally, once you have mastered all other phases of flying, you'll learn how to land.





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

