



Propwash

From the President



Welcome SWARMS Members and Friends

Top of the list for this Propwash is of course the SWARMS FunFly held last weekend. It was a great turn out and as of yet have had zero negative feedback but plenty on the positive side. None of this would have been possible without the efforts of those members that helped prior to and also over the course of the weekend. Thank you to all of you. The field and facilities looked amazing as we showed ourselves for the MAAA 75th anniversary.

I would also like to take the opportunity to thank our sponsors. The AWA donated first prize, a 10-15cc Bowers Fly Baby kit, for the raffle and also paid for the portable toilets for the weekend. Hobbytech Toys donated vouchers for \$100 and \$50 so please don't forget to support them with your next purchase. MAAA donated \$150 for the pilots lunches and drinks on the Saturday. There was also a couple of sets of floats donated from Eric Bevan and Ron Waller. So a huge thank you to all our sponsors.

It was nice to see everyone enjoying themselves over the weekend and camping was at a premium. Also good to see some amazing models from old timers to turbine prop and jets. This goes to show that the facilities are up to a high standard and we can attract this standard of aircraft.

Looking forward to the next event to be held at the field is the EDF Day on the 20th November so pencil it in and if you haven't already got an EDF Hobbytech have a few on the shelves up there.

September 2022

Model Aeronautical Association of Australia



I am sure there is a fuller debrief from Ron following this intro from me so happy reading everyone and continue enjoying your selves.

Cheers

Bill Darnell



It is with a heavy heart that I announce the passing of the club tractor.

It has hopefully moved onto greener pastures.



From the Editor



It has taken 75 years for this event to occur and it did right here at the SWARMS flying field on 24th and 25th of September.

The *MAAA 75th Anniversary* flying event.

It officially commenced on Saturday morning but due to the public holiday being gusseted for the Queens passing several enthusiastic modellers set up camp on the Thursday. We were privileged to have had AWA incorporate this event for Western Australia in conjunction with our annual funfly weekend.

The Funfly created a great venue for pilots to socialize and partake in some time in the sky, It proved to be a winner with all who participated and it was also a financial success for the club a job well done to all who assisted.

The post Funfly meeting was to identify any problems experienced during the event and to rectify for next year, however, there were only positive comments received so we only have to do the same next year to be on a winner.

At the post Funfly meeting conducted on the 2nd October I was presented with a Life Membership Certificate of the SWARMS club in recognition of my involvement over the past 17 years. This was greatly appreciated and I thank the Committee and members for recognising my contribution over this period.



We would like to thank firstly Trevor and Ronnice for all the help in the kitchen, pre-cooking and preparing food and also the loan of 2 Bain Marie and other kitchen equipment. Without your help we would not have been able to cope. THANK YOU. To all the members and their wives who gave help setting tables, cutting up food, scraping plates and more THANK YOU. Ron for picking up Webbers and returning these and chairs. THANK YOU. To the ladies for all the lovely slices, biscuits and cakes we all enjoyed with our cuppa. THANK YOU.

We would like to say thanks to the committee and members for the certificate of appreciation given to us (we did not expect this) doing what we can for the club is our way of giving back the best way we can.

It was a fantastic weekend and we hope all that attended were fed well, enjoyed the company, had some good flying time and look forward to seeing all over the summer months, enjoying blue skies.

Trevor and Erica McGuigan

As you get older three things happen. The first is your memory goes, and I can't remember the other two.

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

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

The weekend had arrived, the scene was set for the Funfly with the sponsor banners prominently displayed around the pits, let the fun begin.



9am Day 1 of the event commenced with the Pilot briefing.



The field was bathed in bright sunshine with light winds at this stage of the morning, however, this was to change shortly after the briefing.



*A pilot was chastised for flying over the pits, his response was !
I had to do it because I can only perform left turns.*

The Stick squadron was well represented in the pits.



A relaxed group of pilots in the pits watching the action during the mornings flying session



This PC 9 with the original colour scheme presented well as a static display, it did not fly but looked impressive sitting in the pits.



In the camping area they were jostling for prime positions.



It is easy to pick those who arrived Thursday to select prime real estate for the weekend.



There are optimists and pessimists in aviation. The optimist invests the aeroplane and the pessimist invents the parachute.

The event commenced in reasonably calm weather with light winds but by mid morning things had changed for the worst with blustery condition coming in that would persist for the rest of the day.

The models came in all shapes, sizes and colours.

Big ones !



Small ones !



And real "BIG" ones.



The three wise men caught sitting in the sunshine with a coffee watching the proceedings on the first morning.



This group of visiting pilots were settled back relaxed enjoying the action in the sky over the field.



Two regular visitors to these events Brian Wilkins and Ken Hynes sharing some stories of the many years they have been involved in the sport.



You can tell a lot about a Woman by her hands, if they are around your throat she's probably slightly upset with you.

A bit of routine maintenance on the retracts before the next flight.



The complimentary lunch sponsored by MAAA was appreciated by all the visiting pilots with the burger and drink being enjoyed during the break.



These three decided to take their burger to the garden alfresco area to consume it.



The banquet dinner served on the Saturday evening was divine, what a quality meal served in a five star restaurant, "NO" served in a back paddock on Vickery Road Elgin.



The butts of beef were cooked to perfection having simmered in the Webbers for around 5 hours.



The call to dinner resulted in a rush for the bay maries, it was mandatory to keep elbows down.



The line continued until all plates were full and then some returned for Seconds it was so good. (Those people will remain anonymous)



It appeared at this stage that the word had got out about the quality as the line seemed to be never ending.



The pits had been transformed into a restaurant with decorative model aircraft positioned on LED light stands.



These decorations were the result of many hours of tedious work by Trevor McGuigan and they proved to be a very popular inclusion.



They were auctioned off during the raffle draw on Sunday making a good financial contribution to the club funds.



Brendon Ballingall enjoyed it so much at the 2021 Funfly he came back with Dad Shane again.



I wonder what is so interesting on the phone that has these four with their eyes glued to the screen.



It is a very good sign of the quality of the cooking when you see the cooks sitting down enjoying the meal they prepared.



Erica & Trevor were presented with a certificate of appreciation for the sterling effort they put into the catering for these events each year.



Every Funfly around about 7pm the head cook Trevor is found in this position relaxing after a hard day on the Webbers, he's perched on the stool he brings to each event., he indicated this is the eighth one he has done and nothing has changed, apart for the quality of the food improving each year.

With the all the good stories that came out of the weekend there was one not so good, **Andrew over-dosed**. He was the first there on Thursday to set up camp and commence flying and he was still there on Tuesday, thankfully the only symptoms he suffered long term was RSI in both thumbs.



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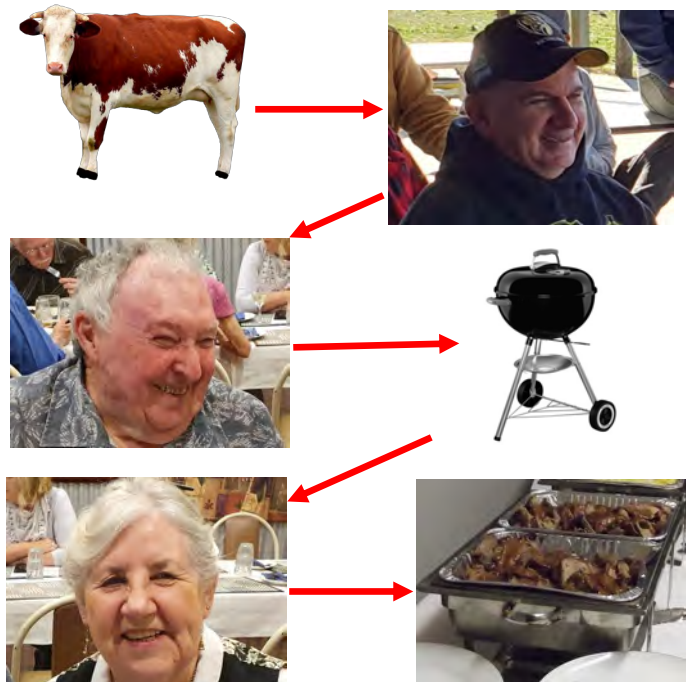


There is a lot of organising and coordinating required to get the succulent beef from the field to the table, this is the flow chart required to achieve that.

There was also a good selection of deserts once the meal had settled.



Most SWARMS members know that Bill has a craving or is it an addiction to meringues, this was his he also devoured any that was left over after.



Each part of the process is handled with loving care (except for the second step in the process) and we end up with beef that melts in your mouth.

The beef gravy roll served for lunch on Sunday is something that visiting pilots and visitors to the event are prepared to stand in line in wind and rain for hours just to get their hands on one.



We did not go walking today, so you are not going flying at SWARMS Funfly this weekend..

Definitely Pilot error.



As with every Flyin there is always the potential for mishaps to occur, this event was no exception, but at least this pilot was still able to smile after completing the retrieval of his model parts.



This foam sports model clipped a tree and the pilot ejected from the plane but look the entire cockpit with him, it was located some distance away.



This PC 21 turbine powered model was flown with precision entertaining the crowd with its low passes around the field. It was been doing this for the past 16 years which says something for the pilots ability to fly.



Glenn heading to the flight line in preparation for another cruise around the sky above the field.



Bill chose to test fly his new EDF at the event, I believe the plane was constructed at the field prior to this occasion. All went well on the maiden flight.



Ian Bain & Shane Ballingall gave an impressive display with these turbine jets throughout the weekend, both experienced a flame out but their skills on the sticks enabled a safe landing to occur.



Ian seen requesting clearance prior to tearing up the sky over the field with his very impressive turbine jet.



Shane doing final checks prior to engaging in another flight.



The turbine jets were well represented over the weekend with this foam model preparing to take to the sky.



A shot down the taxiway into the pits give an indication of some of the planes and the crowd with members who participated in the weekends event.



The PC plane made famous by the Roulettes is a popular model for enthusiast at most flyins.



The catering staff awaiting the lunch time rush, the word has not got out yet about the quality of the food. They were all totally exhausted after the meal.



These two EDF jets also owned an flow by Ian and Shane chased each other around the sky until the on board battery power determined it was time to land.



I thought the burgers would be this big.



Three satisfied customers after just consuming an MAAA sponsored burger for lunch. I heard Andrew went for an afternoon nap after this.



Sunday 18th September we seen a few firsts and one last at the field, Eddie Meester set up his glider winch, the **first** for some time, he flew a new glider for the **first** time, the glider was the **first** constructed of a new carbon fibre configuration and for Eddie's pit crew it was a **first** for Ronnie the retriever bringing back the winch chute after each flight launch.



This Vantage was the **last** model to come out of Ukraine prior to the Russia invasion, when it arrived Ed went over the model to ensure there were no bullet holes or shrapnel damage prior to it leaving there and him taking delivery here.

The winch system setup.



These models are parked up waiting for a turn in the sky at the Funfly.

A Vantage model that flew very well after a few hand launches to sort out the trimming prior to putting it onto the winch line. Eddie indicated the most nervous moments of a new model launch is when you let the model go on the winch and quickly bring you hand down to find the control stick on the radio whilst still focusing on a very rapid launch



On Sunday 28th August the conditions for flying were good early in the day, however, the wind did disrupt flying around midday.

Jeff and Ben Tonkin arrive with a Sports 40 trainer that Jeff had purchased as a unit some time ago but it had not been setup for flying and at this stage had not flown so the task was to get it ready for it's maiden flight on this morning. It took some time to get the receiver to bind but this was achieved eventually and we then proceeded to set the plane control throws and servo direction.

Fuelled up and tuned the motor and it was then ready for it's maiden flight, on final checks everything was working effectively so it was time to get airborne.



Taxi and take off proceeded without any issues and as height was gained for the trimming process to commence all seemed normal so we proceeded to input the normal few clicks to get the plane to fly straight and level. When this had been achieved a flight down the strip was performed and that is when things started to happen.

The ailerons commenced acting very strangely making it difficult to maintain level flight so an attempt was made to turn back bringing the plane around to land. Halfway through the turn the elevator also commenced doing it's own thing and it was a full time job trying to get the plane back around onto the strip.

Flying parallel to the strip the plane did a very tight loop and commence proceeding towards the ground with no response from any radio input until it eventually made contact with the outfield.

There was no signal getting to the receiver which makes flying difficult and it was assumed that the receiver, even though a new unit, had developed an input fault. It was not a spectrum receiver.

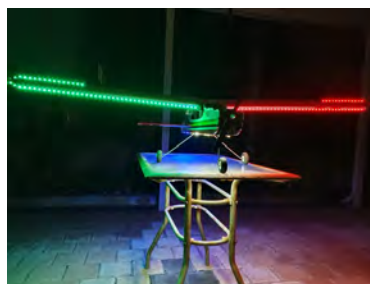
As we approached the crash site the extent of the damage became evident and the parts were retrieved and returned to the pits for further analysis.



What do I do with this now?



The wind dropped off in the evening so the night flying session went ahead and created a bit of interest.



This Edge 540 X model owned by Matthew Behre was certified and test flown on Sunday 21st August. It was a successful maiden flight with Matthew putting it through its requirements for certification in the sky with ease and it certainly set a new noise level for flying these types of models

Matthew indicated that he always wanted to do a large-scale electric conversion, he loves the simplicity and convenience of electric. he think this build showcases that and people shouldn't be afraid of going electric for larger airframes.

The Extreme Flight 85" series of airframes are built around 50 – 60 cc gas engine but also designed with electric power systems in mind.



Motor being used is a Dualsky GA 6000 (180 kv) swinging a 24 x 13 Falcon Carbon Fibre prop.

ESC being used is a Scorpion Tribunus II+ 14-200A, beauty of this ESC is the telemetry information provided inflight, which can also be download post flight.

12S system using 2 x 6S 5000 mah HRB lipos.

AR Multi Switch powering the running gear (all HV) dual battery backer redundancy

Bottom line, simple set-up.

Based on the telemetry data this set-up is drawing around 50 – 60 amp at half throttle, which has plenty of power for mild aerobatics.

Full throttle is 100 – 110 amp and it will go vertical forever.

Currently have timer set for 6 mins but based on initial flights I would think 7 – 8 mins is more than achievable and could probably push to 10 mins if just sports flying.

Besides getting used to the size, it flies just like the 60" airframes Extreme Flight produce.

Takes about 40 mins to charger each battery. Matthew runs a dual charging set-up and two sets of batteries. He is able to turn and burn packs all day.



This is a sneak peek into the motor for my next conversion. StinGr85 unit. Take a 700 sized heli motor through ~ 3:1 gear reduction. Net result, it will swing the same size prop for lower amperage and higher RPM than its outrunner equivalent. Is also lighter as well.



The raffle main prized an ARF kit sponsored by AWA was won by a very excited George Battella, he did have a struggle getting his arms around it.



After lunch on the Sunday everyone gathered around the pits to see the results of the raffle draw



A variety of planes were on display over the weekend and the crowd were entertained throughout the two day event with some entertaining flying.



I wonder where these three might have thought they were, looks like they are posing for a Mr World Beauty contest, not sure that they would have rated a winning score between them.



Pilot "Folks, we have reached our cruising altitude now, so I am going to switch the seat belt sign off. Feel free to move about as you wish, but please stay inside the plane till we land...it's a bit cold outside, and if you walk on the wings it affects the flight pattern"



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

