



## Propwash

## August 2023

*From the President*



Hi Members

With the AGM completed a new season has begun along with a new, or not so new, committee.

President - Yours truly

Vice President - Ed Meester

Secretary\* - Andrew McCauley

Treasurer - Ian Clapp

Propwash Editor - Ron Waller

Canteen Manager - Troy Lucy

Field Maintenance - Peter Dustin

Safety Officers - Ian Humphryson, Chris Saxton

I would like to refer to the secretary role as at the time of the election Andrew stipulated he could only carry out the role for a few months for the club to find a new secretary. Andrew has commitments now where he cannot continue the role to the capacity that it requires.

So to all members please have a look at if “YOU” can help the club by taking on the role, you will be helped, or if not for you please try to find someone else as a club cannot function without one. To add to this I would like to extend my appreciation to Andrew for what he has done for the club in the role. As we would say Best Ever Secretary. Thanks heaps mate.

The club is looking fantastic at the moment with both the new runways, extended start up area and grass surrounds. On the Monday we had three visitors from a Perth club hosted by one of our own. They were very impressed and had a ball as at the moment they can't even get onto their field, we are so fortunate. With the field and club looking in great shape we can now start looking at the Fun Fly coming up in 23rd/24th September.

So to as many members as possible try to attend and also get your mates from other clubs to come and see what our club is all about.

Another event on our calendar is the EDF Day which looks like being on the 25th November this year but this will be confirmed later. This event was well attended last year so looking at this being even bigger again now that both runways have been completed.

Thank you to Ed Meester for patching up around the areas in the canteen where white ants had destroyed. Looks great thanks ED. Another thank you also to those involved in the fence project. All these things make for a better club.

Happy flying everyone  
Cheers  
Bill

*This was a good introduction to the club for Bill, pulling the matting into place when a previous runway upgrade was conducted assisted by a passed member Ray Anderson.*



*Why did the cross dressing pilot's career never take off?  
Too much drag.*

*So an Irishman walks out of a Pub.  
No, just kidding !*

*From the Editor*



The recent changes to the meeting frequency moved at the AGM that meeting be held the third Sunday of each month has been changed again. Due to work commitments it was identified that President Bill would not be available for these meeting so another change has been implemented to hold the meetings on the first Sunday of each month, this has come into effect this month.

A few tips in this edition (page 9) to hopefully streamline meeting and make them more enjoyable for members.

We should now all be gearing up for the annual Fun-fly that is programed for the Saturday 23rd & Sunday 24th September. This event enables SWARMS to showcase what they have to offer and it is normally well supported by visiting pilots each year, hopefully this year will be no different. The night flying is a popular event so now is the time to light up a plane in preparation for the long weekends event.

We had a discussion at the last meeting about the introduction of a Pilot profile that could be included in each edition of the Propwash so members get a chance to learn some of the background of fellow members (no criminal records will be exposed) the first one is included in this newsletter. To make things easy I thought I would start the ball rolling and you can expect me to be in touch with members to include a similar thing from here on. Have a look at the questions in the profile and do some homework to get yours prepared and get it to me before I start the process of contacting you.

Keep in mind that the Propwash is produced and circulated every two months so it will take a little while to get each and every pilot profile published.

The gate code has been changed out as of 31st July and an advice has been sent to all financial members, if you are financial and have not as yet received the update don't hesitate to contact the Secretary of Treasure at your earliest convenience so you continue to have access to the field.

*This ARF Pitts Special fitted with a 22cc OS petrol motor that I recently picked up has now been completed and awaiting its maiden flight.*



*All night I was dreaming I was a muffler.*

*I woke up this morning exhausted.*

#####

*I recently celebrated a Birthday and found that they are not all that bad, in fact they are good for you.*

*University statistics show after years of research that people who have had the most birthdays live the longest !*

#####

*You will never know the value of a moment.*

*Until it becomes a memory.*

#####

*WW1 pilot talks to a class*

*He tells about a dogfight he was in. "There were Fokker's to the right, Fokker's to the left, Fokker's above and Fokker's below." The teacher says, "Children, Fokker's are a type of airplane." Pilot says, "Yeah, except these Fokker's were Messerschmitt's. "*

Members, this is your Newsletter so a great opportunity to let other members know what is happening in your hanger, let me know what you are working on or have purchased and I will do a story for all to share.

Contact me in the Pits or email me

rowaller@bigpond.com with your project details

*Be careful what you tolerate!*

*You are teaching people how to treat you.*



A few months back we had an infestation of termites invade the club rooms, as a result they ate most of the timber structure in and around the canteen. The door-frame shirting boards sections of the bench and their menu went on and on until the pest control contractor asked them to leave.

As a result there was a requirement to replace several sections on the damaged timber, luckily the main structure is steel so no impact on that.

Ed Meester derived a plan to compensate for the damage around the door frame and servery so set to work to remove the damaged timber and replace with plaster board. The photos reflect the finished project with the painting being the only requirement now to complete the task.

If you want a job done correctly the first time around call in the experts

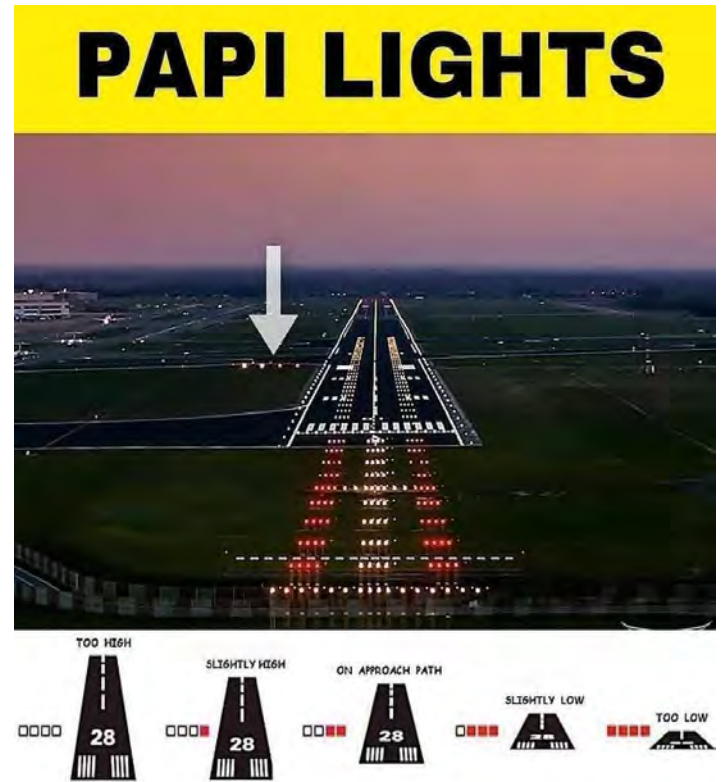


Finished product all looking good again with nothing on the menu for any further termite visits.



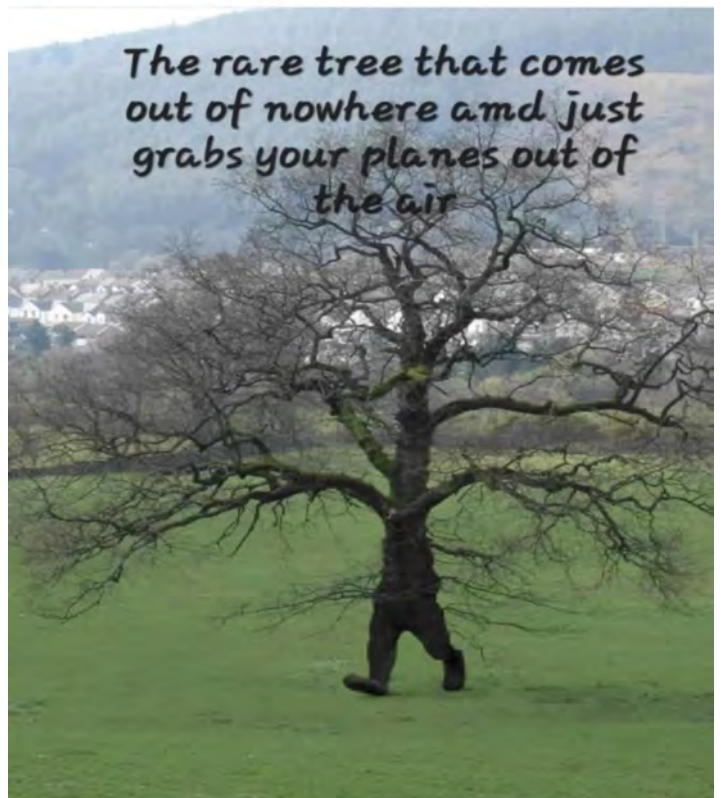
*When we get the approach lighting installed on the new runways this is what you need to know about it.*

**Precision Approach Path Indicator – PAPI.**



*Hey Peter, I have done some research and found that cutting trees down will not work in your favour. They are reincarnated like this.*

**Be careful guys!!!**





*Peter Dustin trailed a new 35cc petrol engine in his Spitfire and it performed very well on it's first flight. It was very lively in the sky as it performed over the field and sounded impressive without faltering*



*It is a well presented scale model*



**Red bull may give you wings**



**But black bull makes you walk on water!**

Troy finally got the E-Bobcat completed for it's maiden flight with just a few adjustments to be made at the field.

I requested the elevator throws be reduced before the first flight, however, that caused an issue on the first attempt as it would not lift off under full power. Back to the pits and increased the throws this proved to be very effective and on the second attempt it leap into the sky.

After the normal trimming it settled down and proved to be very nippy around the sky, Troy reluctantly took over the radio then got so carried away with the performance of the plane he ran the battery flat in flight, you guessed it, he handed the radio back to me to get it down. I see some adrenaline rushes ahead for Troy if I can get him to maintain procession of the radio.



I have recently completed the construction of this ME 262 fitted with twin 70mm ducted fans, it has retracts, flaps and runs on a 6 cell battery. Due to have it's maiden flight when the weather improves.



**Pilot Profile:****Name:** Ron Waller**Occupation:** Retired**Favourite Transmitter:** Futaba**Most Expensive crash:**

Well there were two associated with the same receiver, two for the price of one, a sports plane went in and when checks were undertaken in the pits it was observed that the receiver had failed. Set up a new plane and fitted the receiver only to have the identical thing happen on maiden flight. When reviewing the incident I found that I had placed the new receiver alongside the old receiver on the bench and I had picked up and placed the old receiver into the new plane by mistake. Lesson learnt if it's broken put it in a litter bin, Futaba did replace the receiver but not the planes.

**When did you start model flying and why?:**

I commenced on control line models whilst going to school and never touched it again until 1993. I was ambulance training officer involved with the Ambulance service in Karratha being on call almost 24hrs a day I needed something to give me a bit of relaxation, I thought R/C flying would do that but how wrong can you be.

**What has been your most memorable flying moment?:**

The day I went solo, the next flight was one of those where you pickup the pieces and start again. Lesson learnt not all that easy on your own

**What flying moment would you most like to forget?:**

Early in my flying experiences the day I got mixed up with left and right aileron on a new warbird when the plane was coming towards me. Ooop's other right.

**What inspires you most about the hobby?**

Being in control of a plane in the sky that I constructed and fitted out, the overall challenges of getting it up and down in one piece. Then being able to do it all over again.

**How tidy is your workshop?:**

Tidy but nowhere near big enough, are they ever.

**What is the best lesson life has taught you?:**

That you can do almost anything if you put your mind to it, enjoy the moment, appreciate what you have, don't put off until tomorrow what you can do today. We do not know what time we have left.

**What is your all time favourite model and why?:**

A Fly baby model that I obtained from past member Ray Anderson, it performs very well and brings back many fond memories whilst flying it around.

**What keeps you awake at night?:**

The neighbours Golden Retriever dog.

**What type of planes inspire you?:**

Bi Planes, they do look nice in flight, however the down side, there is twice as much work involved repairing the wings when things go wrong.

**What makes a successful R/C Builder / Pilot?:**

One who has a lot of patients and perseverance, there are many challenges when building and flying and one who learns from their mistakes is a winner.

**Where do you see electric flight progressing into the future?:**

With the urban sprawl encroaching on the location of current flying fields I think it will eventually dominate the sport due mainly to the noise restrictions that are now being imposing on models.

**What interests do you have outside R/C modelling?:**

Watching my Grandkids play sport.

**What makes you angry?:**

I don't get angry but what annoys me is people who just take things for granted.

**What makes you happy?:**

Sharing time with my Grandkids, and flying model planes as frequently as I possibly can.

**Finish this sentence: The hardest thing I have ever done in the sport was:**

Driving down to Dunsborough to pickup the planes and equipment from Ray Anderson's hanger to distribute to members of the club just prior to him passing away, a very sad days driving down and back.

**How would you like to be remembered?:**

As a person who has contributed positively to my family and each community I have lived in, also a person who has had a heap of fun and pleasure with model aircrafts and did my best to share those experiences with others through my flight instructors roll.





*Answer to puzzle in June Propwash*

***Puzzle time !***

*I'm usually under you.*

*Take away my first letter and I'm above you.*

*Take away my first two letters and you can't see me.*

***What am I ?***

***A Chair***

\*\*\*\*\*

***My Wizz construction was halted due to the lack of availability of balsa so it sat around in this state for some time. However, it has now been completed.***



***The finished product with covering complete and all components fitted ready for maiden flight, this was successfully conducted on Sunday 30th July there were a few minor trimming issue sorted out in the first couple of flights and all good now.***



***Mr and Mrs Wong had a baby boy.  
The nurse brings the baby out a WHITE boy.  
The father confused says Two Wongs don't make a WHITE and they named him.... Sum Ting Wong.***

***Gorillas in the mist, a very good movie.***

***Ooop's No, that is Ed Meester actually flying his glider on Sunday 30th July at around 8-30am The 1000mtre ceiling limit caused some limitations during the early morning flying.***



***Returning to the pits out of the mist.***



***This is having full confidence in your Motor.***





With the recent changes to the Working With Children legislation I was required to up date my working with children clearance for Instructing children on the flight line.

Went to the local Post Office to renew the document to comply with these changes

*Handing over my photo I.D. at the Post Office, the Clerk blurts out.*

*“You’ve worn a bit since this was taken”*

*“You’re dead right Love” I replied.*

*“I had it taken just before I joined the queue.”*

Have you been to your local Post Office recently ?

#####

*Dennis Milligan seems to have knack of coming across models by being there at the right time, this one is no exception.*

*A well constructed T tailed Dash 8 model that will be fitted with twin electric motors and fitted with retracts.*

*The build is well advanced sitting on the work table awaiting completion of motors and servo fitting.*



*I saw two large black birds in my garden this morning and they were stuck together.*

*Turns out they were velcrows.*

*Now I know where it comes from, it is very useful in the modelling game.*

%%%%%%%%%



*We have submitted a grant application with the Bendigo Capel Community Bank for consideration in this years Pitch Night presentation event.*

*If successful it will fund a new fire trailer unit to be stationed at the field should a fire start, it will be used as a first responder unit.*

*How do you explain this to the wife when you get home from a day's flying.*

*It's all there dear I just changed the shape of it a little.*





*Some action photos of the International Avalon Air Show February 2023.*



*Air traffic controller:*

*"Flight 1034, for noise abatement turn right 45 degrees".*

*Airline pilot: "But Centre, we are at 35,000 feet. How much noise can we make up here?"*

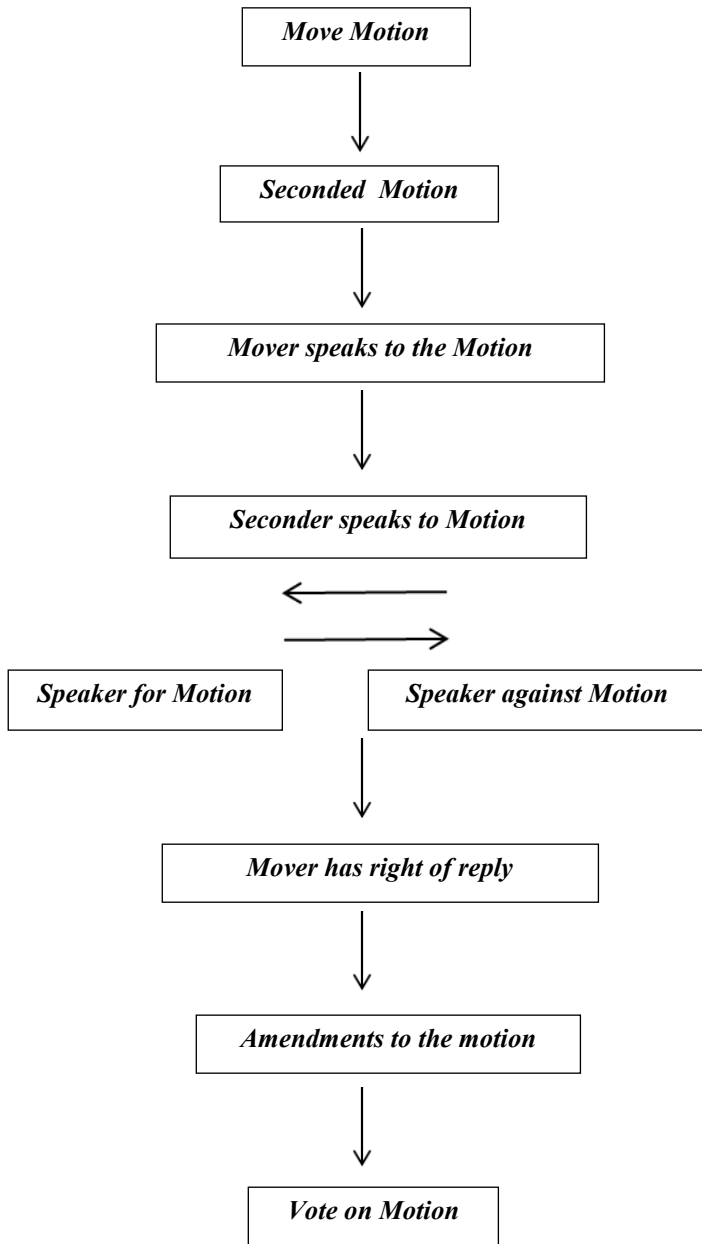
*Air Traffic controller: "Sir, have you ever heard the noise a 747 makes when it hits a 737?"*





Attached is a simple flow chart of meeting procedure for moving a motion.

***Motion Flow Chart***



With the meetings being programed more regularly now, every months, it would make them better if members understood and followed the correct procedure when moving a motion.

It is also important that only one person speaks at a time either for or against a motion, meetings are designed for people to have their say and if this simple procedure is followed it would make meeting more effective and less time consuming.

Another useful tool during meetings is the moving of an amendment, details explaining how to use this tool is also included here.

***Amendments***

Amendments are changes to the wording and effect of the original motion that has been proposed. After a motion has been seconded, an amendment may be proposed. The following restrictions apply to an amendment:

- I.** The mover or seconder of the original motion, are not allowed to move or second an amendment, unless the meeting unanimously agrees to enable them to do so.
- II.** Any other speaker may move an amendment. The amendment does not need the approval of either the mover or seconder of the original motion.
- III.** An amendment must not substantially change the original motion, and must not be a direct negation of it. An amendment may alter, add or subtract words from the original motion. Debate on the amendment follows the same rules as an original motion. However, it is essential that debate is limited entirely to the need for the amendment, and not the merits of the original motion. The mover of an amendment does not have a right of reply. People who have spoken previously to the original motion, or an earlier amendment, or entitled to speak on the new amendment.

When debate on the amendment has concluded, the amendment is voted upon. If the amendment is defeated, then debate on the original motion resumes as if the defeated amendment had never been proposed.

If the amendment is carried, then debate will continue on the original motion in its amended form. Once an amendment has been voted upon, and debate on the original motion (as amended, if applicable) resumes, further amendments may then (and only then) be considered.

Only one amendment can be dealt with at any one time

***Puzzle Time Again.***

***What do all these words have in common?***

***Revive, Banana, Grammar, Voodoo, Assess, Potato, Dresser, Uneven.***

???????????????

***Flash Backs***

*SWARMS representatives at the Busselton Air Show 2017 static display, Rob Woodhead, Ray Anderson, Ron Waller.*



***SWARMS model display***



***2012 Funfly weekend old pits structure.***

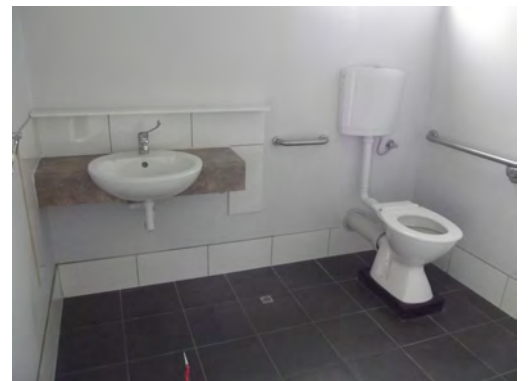


***2022 Funfly weekend new pits pavilion***



**2014  
toilets.**

**2023  
toilets**



***Woodies Spruce Goose***





Sunday 6th August, what a great day for flying any type of model and there was a good selection at the field. Flying was preceded by the monthly meeting and once the business was complete it was a race to get a plane into the sky, at one stage the control tower was working over time with planes lined up on the taxiway awaiting clearance to fly.

*Marcus Burr did a maiden flight on this new electric powered Corsair model, and with the normal trim adjustments completed the plane settled down to being a nice flyer (or was that the pilot), Oh, and the landing was to perfection.*



Bill Darnell has turned into a professional pilot, he is now fitted out with a model trailer which enables him to bring even more planes to the field each week.

*A sample of what he had out on Sunday.*



*On the right is Troy's Pitts biplane along side Bill's Trojan both have been spending some time in the skies over SWARMS, so far they have all been successful flights.*

*Troy Lucy was flying his Corsair when there was a request for him to do a snap roll, being the obliging person he is he did do what was requested, however, he forgot to unsnap the roll and was very lucky to avoid any serious damage.*

*This is the position of the plane after touching down unceremoniously in the outfield, as we walked out to retrieve it we expected to be picking up lots of pieces of foam, oh to be so lucky.*



*Bill's B 17 bomber flanked by the two Corsairs of Troy and Marcus ready to go on a mission.*



There has been a few questions / discussions around the pits recently in relation to propeller sizes and pitch for two and four stroke motors, attached is a recommended size chart for both types  
This data is readily available on the SWARMS Web Page for reference at any time..

**Prop Chart For *Two - Stroke* Engines**

<i>Alternate Propellers</i>	<i>Starting Prop</i>	<i>Engine Size</i>
5.25x4, 5.5x4, 6x3.5, 6x4, 7x3	6x3	.049
7x3,7x4.5,7x5	7x4	.09
8x5,8x6,9x4	8x4	.15
8x5,8x6,9x5	9x4	.19 - .25
9x7,9.5x6,10x5	9x6	.20 - .30
9x7,10x5,11x4	10x6	.35 - .36
9x8, 11x5	10x6	.40
10x6,11x5,11x6,12x4	10x7	.45
10x8,11x7,12x4,12x5	11x6	.50
11x7.5, 11x7.75, 11x8,12x6	11x7	.60 - .61
11x8,12x8,13x6,14x4	12x6	.70
12x8,14x4,14x5	13x6	.78 - .80
13x8,15x6,16x5	14x6	.90 - .91
15x8,18x5	16x6	1.08
16x10,18x5,18x6	16x8	1.20
18x8,20x6	18x6	1.50
18x10,20x6,20x8,22x6	18x8	1.80
18x10,20x6,20x10,22x6	20x8	2.00

**Prop Chart For *Four - Stroke* Engines**

<i>Alternate Propellers</i>	<i>Starting Prop</i>	<i>Engine Size</i>
9x5,10x5	9x6	.20 - .21
10x6,10x7,11x4,11x5,11x7,11x7.5,12x4,12x5	11x6	.40
10x6,10x7,10x8,11x7,11x7.5,12x4,12x5,12x6	11x6	.45 - .48
11x7.5,11x7.75,11x8,12x8,13x5,13x6,14x5,14x6	12x6	.60 - .65
12x8,13x8,14x4,14x6	13x6	.80
13x6,14x8,15x6,16x6	14x6	.90
14x8,15x6,15x8,16x8,17x6,18x5,18x6	16x6	1.20
15x6,15x8,16x8,18x6,18x8,20x6	18x6	1.60
18x12,20x8,20x10	18x10	2.40
18x10,18x12,20x10	20x8	2.70
18x12,20x10	20x10	3.00



**Propeller Safety**

- **Install the prop with the curved side of the blade facing forward and tighten the prop nut or bolt with the proper size wrench.**
- **Recheck the tightness of the nut or bolt often, especially on wood props which tend to compress and loosen more often.**
- **When starting the engine, keep spectators at least 20 feet clear of the model and out of the path of the propeller.**
- **Keep hands away from the prop as much as possible. Use a chicken stick or and electric starter.**
- **Keep face and body out of prop arc as engine is started and run.**
- **Make all adjustments from behind the prop except on pusher prop installations.**
- **Never throw anything into the prop to stop the engine. Use a kill switch or pinch off the engine's fuel supply.**
- **Discard any prop with nicks, scratches, splits, cracks or any other sign of damage. Never attempt to repair, alter or bend a prop.**
- **Don't run an engine in areas of loose gravel or sand for the prop can throw such material into your face and eyes. It's not a bad idea to wear eye protection.**
- **Keep loose clothing, shirt sleeves, and other such items away from the prop and avoid carrying objects that can fall into the prop such as pens, screwdrivers, etc.**
- **Be sure to keep the glow driver wire out of the prop path.**
- **If a spinner is used, be certain that it's edges are not in contact with the propeller blades.**

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**When I was young I decided to go to medical school. At the entrance exam, we were asked to rearrange these letters**

**PSEIN.**

**Then form the name of an important body part which is most useful when erect. Those who answered SPINE are now doctors today, while the rest are on Facebook.**



**What would you get if you flew the airplane backward?**

**You get a receding airline.**

**Three Irish men in a pub called Mick, Pat and Tat. The barman says, are you all related, Yeah we're triplets.**

**Barman says, Triplets, how come you and Pat are six feet tall and Tat is only four foot tall ?**

**"Well" said Mick, me and Pat were breast fed, so there was no tit for Tat"**

#####

**Bill Darnell test flew this B 17 bomber on Sunday 30th July only to have it return to the ground shortly after take off, the crash investigation team found that the props had not been adequately tightened onto the motor shafts causing the plane to loose power when the throttle was advanced during take off. Minor repairs were required to get it flying again.**



**I just got off an aeroplane piloted by an all female flight crew.**

**I believe it was an unmanned aircraft.**

### *What exactly are Graphene Batteries ?*

Graphene batteries come with two major advantages over standard lithium batteries. They can store larger amounts of energy in the same size package, and they can recharge much quicker thanks to supporting higher electrical conductivity.

### *So, what are graphene batteries?*

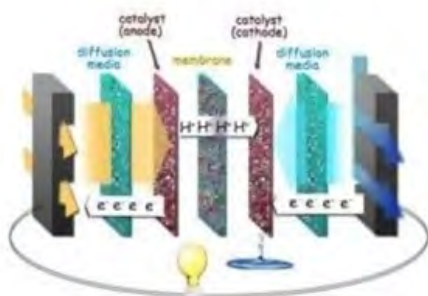
Firstly, Graphene batteries remove the safety issue of lithium (LiPo) batteries almost completely, as one of the electrodes in the battery is replaced with a hybrid composite material which must include graphene, making an explosion at the contact of the two electrodes extremely unlikely. Secondly, while safety is very important, it is not the main selling point of Graphene batteries.

Whilst lithium batteries are famous for their light-weight-to-capacity ratio, Graphene as a material is extremely lightweight, and due to its thin, flat, and hexagonal structure, it is also an excellent conductor of energy and electricity. Despite being thin, it remains extremely strong (notably stronger than diamond or steel).

Graphene batteries have been proven to have a much higher capacity on average than lithium batteries, even in the smaller sizes such as those used in RC models. Lithium batteries can store up to 180Wh per kilogram, whilst Graphene can store up to a massive 1,000Wh per kilogram, meaning longer duration on a single charge with a smaller, lighter battery, and, as a bonus, faster charging.

### *The typical structure of a Graphene Battery.*

Turnigy, the name synonymous with performance, reliability, and innovation was at the forefront of this new, powerful battery chemistry. Their first-generation Graphene batteries proved to be unlike anything that had been seen before, they could maintain greater power output, and remain much cooler under load, which resulted in an incredible boost in cycle life.



### *A First generation Turnigy Graphene Battery.*

As this new technology progressed Turnigy introduced their next generation of premium graphene packs, the Turnigy Graphene Panther range. These new batteries took the graphene technology to the next level, with even greater performance.

The continuous 75C discharge rate offers even lower internal resistance, with a minimal voltage sag. The low internal resistance remains consistent under different temperature circumstances, ranging from 5-52°C (41-126°F).



### *A second generation Turnigy Graphene Panther 75C Battery*

So, if you want the latest technology it is recommended you power your planes, high-performance EDF jets, helicopters, racing drones, and much much more with this premium, latest technology. Graphene battery packs.

Available from Hobby King.

*A husband rolls over in bed, wiggles his eyebrows suggestively and gives his wife a wink.*

*“Oh not tonight,” she says. “I have a headache.”*

*The next night, the husband tries the same move, but is rebuffed again.*

*On the third night, the husband walks into the bedroom holding two painkillers and a glass of water.*

*His wife asks, “What’s that for?”*

*“It’s for your headache,” he replies.*

*“I don’t have a headache.”*

*The husband smiles and says, “Gotcha!”*



*Fuselage frames mass produced commencing the production of new models of F4U Corsair.*



The F4U Corsair was designed and operated as a carrier-based aircraft, and entered service in large numbers with the U.S. Navy in late 1944 and early 1945. It quickly became one of the most capable carrier-based fighter-bombers of World War II.

Some Japanese pilots regarded it as the most formidable American fighter of World War II and its naval aviators achieved an 11-1 kill ratio.

Today it is a very popular RC model and is still produced in large number in model factories with a production line set up to meet demand.

*Centre section of the wings also being assembled in large quantities.*



*People say that drinking milk makes you stronger. Drink six glasses of milk and try to move a wall.*

***You Can't***

*Now drink six glasses of wine and the wall moves all by itself*



*The finished product off the assembly line and ready for maiden flight it does look very impressive.*



*The real F4U Corsair in action.*



*Catch you when we fly into the next edition in 2023. Happy Flying, regards Ron.*

