



Propwash

June 2023

From the President



Dear Members

Another SWARMS year has passed, and sadly, earlier in the year one of our dear members Brenda Green (RIP) also passed. Fortunately this was the only downside to the year.

Our flying year started off with the FunFly held 25/26 September. This event was also run as an MAAA 75th anniversary with the MAAA donating the pilots lunch on the Saturday. Although numbers were down a little from the previous year our profit from the event remained about the same. It was a great event and those there really enjoyed themselves and also the Saturday night dinner. As usual there was also a bit of night flying which is also great to see. To all those involved in organizing and helping out thank you.

Next on the calendar was the EDF Day held 20 November. Another great day/weekend at the field. There were many EDF's and also some turbines carrying out some spectacular flying above the field. Once again this turned a profit for the club and I can only see this event getting bigger into the future.

In December it was with great honor to be able to bestow Life Memberships to two of SWARMS long serving members in Ron Waller and Ian Humphryson. Both have, and still are, making great contributions to the club. Congratulations, and thank you, to both of you.

Xmas Dinner was held at the Dynasty Chinese Restaurant Busselton, thanks Andrew, and was well supported by members and their families. Food was awesome as was the fried ice cream.

March was a very busy month at the club with the pouring of the runway and a few other little jobs around the place. The North/South runway is now 90m of concrete matching in with the East/West runway. The taxi way from the pits was married in at the same time. The start up area was also expanded to right across the front of the pits and also a lead out ramp from the pits at the Northern end.

An apron was poured off the Southern taxi way for jets and also a heli pad was poured out from the canteen adjacent to the solar panel. New guttering was installed on the shed, store room in pits was sealed up to prevent birds entering, new crossover at entrance to field was installed, charge station upgraded are the ones I can think of.

Most of these could not have taken place without the contribution of members so thank you to all those involved.

April saw the visit of the MAAA President Tim Nolan. He was very impressed with the facilities that we as a club had achieved and that we were right up there with anywhere else in Australia, congratulations to all of you.

As always ANZAC falls in April and there was a good turnout at the field for this event. Thanks also to those that were able to help out with this important day.

May 21 saw the official opening of the runway. This was attended by officials from the shire in recognition of their contributions and also Eric Bevan (AWA Secretary). Eric was given the honor of cutting the ribbon to officially open the runway.

The AWA were great contributors to both runways and we certainly could not have achieved any of this without them. In recognition to those that donated (\$200+) to the runways a Donor's board has been made and hung in the canteen. Also there are a few sponsor signs on the pit wall.

As you can see a very big year and the next is already coming around. The FunFly will soon be on us and it all starts again.

It's been a privilege to have been President of this great club for another year but I would like to thank a couple of committee members who without the club could not function. Andrew McAuley (Best ever secretary) for his fantastic effort and help this year. It was a very busy year and Andrew was on top of everything which made for a smooth running of the projects. A huge thank you from me, and also the club, Andrew.

Clubs can't run without good treasurers either so to Trevor Wilson thank you for your efforts as I know that you are standing down at the AGM. With this also is a thank you in appreciation for yours and Ronnice's help with the canteen and all those other bits of cleaning etc that you both have done for the club.

Well that just about wraps up the year. To all of you a big thank you. You all make up a great club so please all of you keep it up and see if we can make it even better. So until the next time I see you at the field, happy flying.

Cheers
Bill Darnell

Quick review of the year in pictures.



Funfly weekend



EDF day



Anzac Day breakfast



Peter Dustan recently attained his gold wing status and was presented with a certificate and his wings after the meeting on Sunday.



Second runway upgrade



Official opening of second runway

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,

June each year brings along the AGM and the requirement to announce all positions on the committee vacant, this was done on Sunday 11th June with a couple of new faces taking up positions on the committee for the 2023/24 year.

There was no requirement to actually have an election as there was only one nominations for each position. The meeting was not well attended maybe the weather had some influence on this.

As there were no hard fought election battles fought for committee positions it has been decided via the nomination process that the committee for the 2023/24 flying year resulted with the following members being elected for the pursuing year.:

- President:** Bill Darnell
- Vice President:** Eddie Meester
- Secretary:** Andrew McAuley
- Treasurer:** Ian Clapp
- Canteen Manager:** Troy Lucy
- Maintenance coordinator:** Peter Dustan
- Safety Officer:** Ian Humphryson
- Propwash Editor:** Ron Waller

I trust that all members look forward to another prosperous year s flying head, with the majority of large project behind us now it will be good to settle into some intense flying over the next 12 months.

Remember the cycle most modellers work towards:

Build em, Fly em, Crash em, Fix em.

We should all be looking forward the main events that are conducted annually at SWARMS, EDF jet flyin, September Funfly and Anzac Day breakfast. These events are usually a hit with visiting pilots and I would say that this year will be not exception.

Watch this space for confirmed dates !

The fees were set for the 2023/24 flying year, MAAA / AWA fees remained the same as previous year. It was deemed that it was not necessary to increase the club fees and a motion was put that the club fees remain the same at the previous year at \$170, total membership fee for the coming year was \$310.00.

Junior fees remained the same as previous year set at \$40.

It is advisable for members to become financial prior to the 30 June to ensure that they remain covered mainly for insurance reason, members are not permitted to fly if they do not have insurance cover.

As another year of flying comes to a close it may be a good time to reflect on the future.

The biggest difference between money and time:

You always know how much money you have, but you never know how much time you have.

Get out there out and enjoy your flying every day for another year.



Sherlock Holmes murder investigation statement !

11:45: He arrived at crime scene

11:45: He examined body. Noticed signs of struggle.

11:45: He located murder weapon in a nearby drain.

11:45: He realised watch was broken.

Jeff and family with Ron in attendance at the recent official opening morning event.



Annual General Meeting 11th June 2023.

Members gathered at the field for the club AGM which was scheduled for 9 o'clock start due to the wintry weather they were not there in great numbers, my observations, the blustery windy condition did prevent any models gracing the skies on the day.

The out going committee members all smiles prior to the commencement of the meeting.



The new committee for the 2023/24 flying year. "YES" that is Ed he was voted in as Vic President. Welcome to the business end of the club Ed.



Definition of a club

A **club** is an association of people united by a common interest or goal. A flying club, for example, exists for voluntary and sporting activities. There are clubs devoted to hobbies and sports, such as SWARMS and we can only survive if we are all working towards a common goal.

The improvements to the field over the past couple of years through voluntary contributions by members is a clear indications we definitely fit the criteria of a club.

Members gathered in the pits giving their undivided attention to the proceedings of the morning.



A few vacant seats here, the seats were put out prior to the meeting commencing in anticipation of an overwhelming crowd but not a big number turned out for the important event.



Multiplex Lentus electric glider for sale Fly Battery included just add receiver \$650

For further details contact Ed Meester 0448802260





The SWARMS annual Anzac breakfast and War Bird flying which has been a popular event in the past was held again this year and it was well attended.

The Egg and Bacon roll breakfast commenced at 8am, however, the flying did not commence as the weather was not all conducive to flying with persistent rain throughout the morning.

Trevor the Chef did a great job slaving over a hot BBQ.



There was a rush to sample his food as soon as it was cooked.



When the pig's wife told her husband, "Don't go bacon my heart," he told her, "I couldn't even if I fried."

If you often forget where you put the bacon, you might have hamnesia.

When the egg first saw the BBQ it was terri-fried.

We had some sophisticated dinners in attendance and some even used a knife and fork to consume their breakfast.



Andrew looks all full up and contented.



Thank you to President Bill for supplying the Bacon and the buns and for Ian for providing the fresh eggs. It was appreciated by all who participated in the breakfast.

Ian Clapp looks like he is giving the Anzac sermon here, or is he expressing just how "BIG" it really was.



As indicated there was little or "NO" flying done during the morning, however, Marcus Burr did get two flight in prior to breakfast with his electric Corsair model.



Two other models that I know were at the field this PC 9 and the Spitfire on the right but they did not make it out of the trailer on the day.



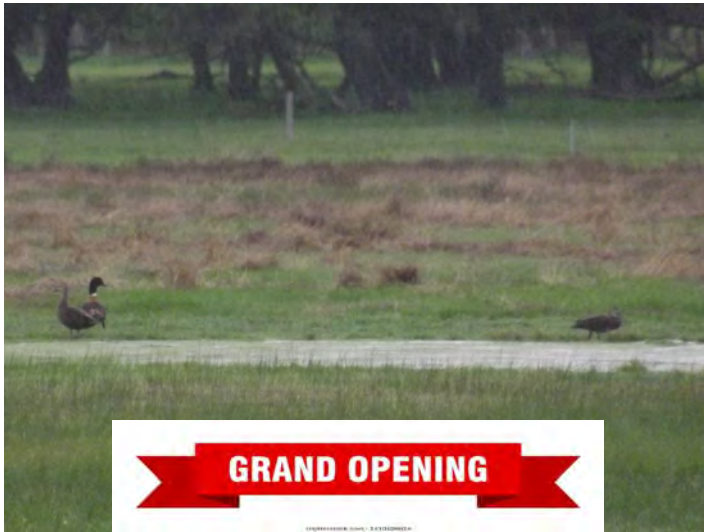
Keith Huckle did say he had a warbird and showed it off in the pits. Everyone went for their glasses to be able to actually view the miniature Spitfire.



He quickly corrected that and said, oh, I have two warbirds but they did not get much bigger.



These are the only ones who flew on Anzac Day due to the wet conditions and it was later identified that none of them were MAAA affiliated



With the major projects now completed at the field a decision was made to have an opening day for SWARMS to show their appreciation and to thank those who contributed in any way to the upgrades .

A morning tea was arranged for May 21st with invited guests in attendance, it proved to be a great morning out with some flying conducted to give those present an appreciation of what they had made their contribution towards.

Ian gave those in attendance a brief overview of the clubs history over the years.



A lot of changes have occurred around the club in the past 10 years to improve the facilities immensely, the toilet ablution area upgraded and installation of septic tank, new pit pavilion erected, concreted pit floor and start up areas, two taxiways concreted, both main runways concreted.

An additional enclosure erected on the side of the machinery shed, upgrade solar power just to name a few.

Eric Bevan representing AWA officially opened the field with the traditional ribbon cutting.



Good action shot here of the ribbon floating away after being cut now giving clear access to the field.



A donors board has been establish in recognition of those who made a financial contribution to the upgrade and it will be displayed in the clubrooms. Eric Bevan unveiling the board.



Capel Shire representative Sebastian Schiano attended the morning opening on behalf of the Shire



Members and visitors giving their undivided attention listening intently to the history of the club.



Visitors and members reminiscing old photos in the album during the morning.



The morning tea provided was enjoyed by members and visitors alike.



It was good to see two previous members of the club in attendance.

Les Fenn and Life Member Ken Grant

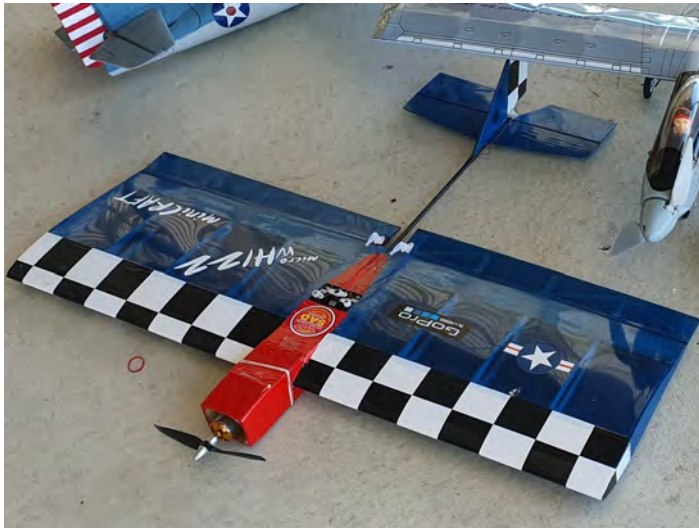


*An Aussie walks into the pub one night wearing one thong.
One patron asks him, "What happened mate? Did you lose a thong?"
The guy replies, "Nah mate, I found one!"*



*Did you hear about the two baked beans that hitchhiked around Australia?
They ended up in Cairns.*

This electric Whizz owned and flown by Troy Lucy and launched by me on most occasion intrigued me by it's simplicity and performance.



I decided to scratch build one just for something to do so drafted up a plan from the original model and then got to work on it. I was progressing very well until I went to obtain some 1 mm balsa to do the sheeting only to find it was non existent. The replacement was Hobby Wood which is not as flexible as balsa and a bit heavier which was not suitable for this light model.

I was able to obtain some from a fellow modeller and the task continued, I needed to make a few modification as the original has no hinges attached, the cover extends over the flying surfaces to create a hinge.

Because I had beefed the airframe up a bit I felt it necessary to install hinges on all surfaces and this also creates a few challenges with the thin edges on the flying surfaces.

It is now at the stage of covering and fitting it out with motor and electrical components then the "BIG" challenge, will it fly.



It was originally referred to as on "Silent Wings" when these gliders were winch launched, however, they are now fitted with electric turbo motors and folding props.

Ed Meester's flying machine Pike Perfection F5J Powerline Micro motor 1025turbo 6.75:1 high reduction ratio planetary gearbox ESC YGE 65LV, propeller 13X8 GM prop 4S 75C 1400mah powered.

This model is 10 years old and still going strong.



A couple of new ones that have been an addition to Ed's hanger.



The model on the right has had it's successful maiden flight and Eddie is a happy chappie as a result.

Kevin Burns gave this Bi-Plane a workout on it's visit to the field on 23rd April and the 30th April.

It's a Horizon Hobbies Pits Python Fitted with a 50CC Twin Stinger motor, 1800mm Wingspan



Troy is impressed with the colour scheme.



Two strings walk to a restaurant. The first string walks in and tries to order, but the owner throws him out and yells, "I don't serve strings in this restaurant!"

The other string messes his hair, ties an overhand in his midsection and walks in. The owner shouts, "Hey, didn't you hear what I told your buddy?!"

*The string says, "Yeah."
The owner says, "Aren't you a string?"
The string says, "No, I'm a frayed knot."

An Irishman arrived at J.F.K. Airport and wandered about the terminal with tears streaming down his cheeks.

*An airline employee asked him if he was homesick. 'No', replied the Irishman. 'It's worse, I have I've lost all me luggage.'
'That's terrible, how did that happen?'
'The cork fell out of me bottle.'*

Ian Humphryson has had this model for some time now and brought it out to give it a run on Sunday 23rd April. "Elevator failure."



A short time into it's first flight of the day it performed an manoeuvre that was not equivalent to the input Ian was making on the radio. As a result it met with a pretty disastrous ending as it made an un-scheduled contact with the earth.



Not a pretty sight in the Pits when parts were recovered from the outfield.



The Bonanza pictured was in the last edition of the Propwash owned and flown by Marcus Burr.



Since that publication the plane has met with a devastating end which changed it's shape considerably. On take off it went into a wing tipped stall and the ground came up too quick to be able to rectify the error resulting in the following damage.



What do you do when you have a mishap with your favourite plane, "YES", you go and get another one. Hopefully Marcus will continue his relationship with his new Bonanza well into the future.

Today I learned that if you flip a canoe over, you can wear it as a hat.... Because it's cap-sized.

What do an electrician and a mortician have in common? They're both shocked when they touch a live one.



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 ?

During a recent physical examination, Bill's doctor asked him about his physical activity level.

Bill described a typical day out.

"Well, yesterday afternoon, I took a five-hour walk about 10 kilometres through some pretty rough terrain.

"I waded along the edge of a lake. I pushed my way through brambles.

"I got sand in my shoes and my eyes. I narrowly avoided standing on a snake.

"I climbed several rocky hills. I had to stop several times to relieve myself behind some big trees.

"The mental stress of it all left me shattered. In the end, I sat down and drank eight beers."

Inspired by the story, the doctor said, "You must be one heck of an outdoorsman!"

"No," Bill replied. "I'm just a really bad flyer."

I thought this was an appropriate caption for this crash.



De- fence- ive manoeuvre

There once was a Papa mole, a Mumma mole and a baby mole. They lived in a hole out in the field near the clubhouse.

Papa mole poked his head out of the hole and said, "Mmmm, I smell sausage!"

Mumma mole poked her head outside the hole and said, "Mmmm, I smell pancakes!"

Baby mole tried to stick his head outside but couldn't because of the two bigger moles.

Baby mole said, "The only thing I smell is molasses."

“THERE IS NO INDISPENSABLE MAN”

*Sometime, when you are feeling important
Sometime, when your ego's in bloom
Sometime when you take it for granted
You're the best qualified in the room*

*Sometime, when you feel that your going
Would leave an unfillable hole
Just follow this simple instruction
And see how it humbles your soul*

*Take a bucket and fill it with water
Put your hand in it up to your wrist
Pull it out and the hole that's remaining
Is a measure of how you'll be missed*

*You may splash all you please when you enter
You can stir up the water galore
But stop and you will find in a minute
That it looks quite the same as before*

*The moral in this quaint example
Is to do the best that you can
Be proud of yourself but remember
There's no indispensable man.*

As a result of a previous member exiting the hobby a number of planes became available for sale and several were purchased by club members. This should lead to some new models appearing at the field in the not too distant future, the following were part of the bargain sale members took part in.



Foam electric Pitts Special



*Boomerang 60
Evo 10cc petrol motor complete*



Black Horse Pitts Special OS 22cc petrol



ME 262 foam EDF twin 70mm fan jet

I am sure that those who purchased any of these models will be very happy with the outcome, hopefully many hours in the sky enjoying them into the future.

Warthog foam EDF twin 64mm fan jet



*These photos were from the Wangaratta turbine jet flyin recently conducted over four days in Victoria.
Thank you to the Wangaratta club for these great action shots taken of the activities during the flyin.*



I wanted to tell you an airplane joke. But I think it will go over your head.

What do airplane builders say about their job? It's riveting.

What did the doctor say to the woman who felt ill at the airport? I'm afraid it's a terminal illness.



3 Steps to determine if your Lipos are safe.

The most common questions we get regarding LiPo batteries are: “Is my LiPo battery safe to use?”, “How do I know if my LiPos are damaged beyond repair?”, and “How long will my LiPo batteries last?”

All these questions have the same underlying theme: safety. Today, we will take a deep dive into the chemical properties of LiPos and learn how to spot a perfectly functioning LiPo, from a faulty one.

What Causes Puffing Or Swelling In LiPos



You may have heard people tell you to chuck your LiPo in the bin if it starts to puff up. While only partially correct, all LiPos will inevitably show some degree of swelling. So, the real question here is: why do LiPos puff up?

A LiPo battery is made of three main components: the positive electrode (cathode), the negative electrode (anode), and the liquid electrolyte. **Electrolyte** is a chemical inside your LiPo that enables the flow of ions from the negative end to the positive end during discharge, and vice versa when charging.

Your LiPos puff up due to a naturally occurring phenomenon known as **electrolyte decomposition**. When electrolyte decomposes, hydrogen, carbon dioxide, and carbon monoxide are formed as by-products. These gases are not only responsible for the physical swelling of your LiPos, but two of the three are also highly flammable.

Electrolyte decomposition will occur regardless of how you handle your LiPos. So, going back to our first question, should you dispose of your LiPos if they start to swell up?

The correct answer is - it depends. When properly cared for and used responsibly, electrolyte decomposition will still take place, however, at a much slower rate.

If you only had your LiPo for a brief period and it swells up exponentially, then you are either doing something wrong, or the LiPo could be faulty - under this scenario, we will recommend you to safely dispose of it.

On the other hand, if your LiPo has gone through 50+ cycles and starts to show some swelling, we would consider this to be perfectly normal and would not recommend you retire it just yet. In theory, a swollen LiPo can still be fairly safe to use if everything else is intact and working properly.

As noted, two of the three gases – hydrogen and carbon monoxide – are highly flammable and can become dangerous if there is a heat spike, or if exposed to air; both can be attributed to external factors which will be discussed below.

Physical Signs Of Damage

One of the first and most obvious ways to determine if your LiPos are safe to use is to physically examine them. A physically damaged LiPo, combined with swelling is really just a ticking time bomb. Most, if not all LiPo accidents happen for one reason: a punctured inner foil. When punctured and exposed to air, the mixture of gases and lithium ions will ignite and even explode.

After every use, check your LiPos for any glaring impairments. If you just came out from a hard landing with your RC aircraft or completed a bumpy ride on your basher, pay extra attention to surface dents, deformities, cracked wraps, wrinkled cells, and any damages to the battery connectors.

Internal Resistance

One of the best and more accurate ways to determine if your LiPo is functioning properly or not is to check the internal resistance (IR). IR ultimately dictates how efficient your battery is. A low IR implies greater efficiency while a high IR means the opposite. Just like electrolyte decomposition, IR will gradually increase over time, however, proper usage can significantly prolong the process.

A high IR will cause your LiPos to heat up very quickly while delivering a lower voltage; in layman's terms, it would mean that your LiPo is working two times harder while only delivering half of the results. Continued usage of a LiPo with a high IR will ultimately cause it to heat up and expand to a certain point where one of the inner cells may rupture causing it to explode.

When you first purchase your LiPo measure its IR. Generally, an increase of around 80-90% would indicate that your LiPo is nearing its end and you should probably dispose of it. So, for example, if you had an initial IR of 10 mΩ and after 150+ cycles the IR reads at 18 mΩ, this would suggest that your LiPo should be retired sooner rather than later.

In Conclusion...

As with most things, nothing is ever 100%. However, next time you reach the crossroad of deciding whether your LiPo is near its end or not, you could use these simple steps:

1. When you first purchase your LiPo, label it with the date of its first use. Using this date, you can gauge if the swelling is proportionate to its usage. Generally, LiPo batteries can last 2-3 years on average.
2. Check for any obvious damages that may be detrimental to the inner wrapping of the cells. This may include, but not limited to the following: surface dents, deformities, cracked wrapping, wrinkled cells, and damaged battery connectors.
3. Using a smart charger or battery meter, check that the IR is not overly high. Even if only one of your three cells has an off rating, discontinue using it as any rupture to any of the cells can lead to a major disaster.



Flightline Tigercat for sale never flown includes two new batteries and up graded retracts \$600

For further details contact Ed Meester 0448802260



In the next edition I will be focusing on a Pilot profile, I will be contacting individuals with a profile template and you will be requested to fill in the details and return to me for inclusion.

This will enable fellow members to learn a bit about your history in the sport (Not criminal history, ha, ha)



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

