



Propwash

September 2023

From the President



Next on the event calendar is the EDF day which starts on the Saturday 11th November (Remembrance Day) with the main flying to be on the Sunday.

Saturday night is the Sundowner at the Elgin Hall which for those of us, last year, attended and thoroughly enjoyed so once again the event has been scheduled to coincide with this. Once again it would be great to see as many members attend as possible so catch up with Ian Clapp for more details.

Everyone please keep up with all the good work and Happy Flying.

Cheers
Bill Darnell

*A man walks into a bar holding a golf club.
The Bartender asked "Why the golf club?"
The man responds, "This is my designated driver".*

*It has been proven that 90% of bald men still have a comb.
It had been found that they can't part with it.*

*I was once broke I couldn't afford to pay my electricity bill.
Those were the darkest days on my life.*

Dear Members

We have survived another Fun fly, and not only that, have come out the other side with flying colors. With no RSVP's coming in it was an unknown of what was going to happen. There was no need to worry as plenty turned up for the event as well as the campers. Saturday saw a bit of wind but definitely flyable.

Pilots enjoyed a burger and drink for lunch amongst a pile of flying. I had to leave early on Saturday so not sure what transpired that night but everything seemed in one piece when I returned the following morning.

Sunday was a better day weather wise and the pilots responded with plenty of action. The jet boys woke everything up within Coocoe of the place and were certainly enjoying the freedom our skies offer and now with great runways. Lunch as always was the roast beef and gravy rolls served up by Trevor and Erica, and as always, fantastic. I had to have a second one just to make sure the first one wasn't an outlier.

Lunch also saw the drawing of the raffle. Ron will no doubt have all the details in this edition. A big thank you to Hobby for their donation to the raffle of a PNP Freewing Bronco and three \$50 vouchers which I am sure is the reason we sold 200 tickets, a big profit for the club.

For those of us that stayed the Monday the weather only got better. I only received great feedback from everyone I spoke to about the event so congratulations to all of you.

A Canadian bee



A US bee



From the Editor



Well the annual SWARMS Funfly has come and gone for another year and this is the first one I have been involved in over the past 18 years where the response had not been so good early.

Unfortunately the Banquet Dinner normally conducted on the Saturday evening which in the past has been very popular with attendees had to be cancelled due to lack of numbers confirming attendance.

Another disappointment was the cancellation of the PC 24 RFDS jet built by Andrew Herzfeld static display, this was due to Andrew being admitted to hospital during the week, we wish him a speedy recovery.

However, on the Saturday morning it was evident that we were going to have a pretty good weekend with the weather being kind to us for the two days of flying ahead.

The Accident Investigation Committee had nothing to do over the weekend apart from a couple minor undercarriage problems there were no mishaps and everyone packed up their planes for the trip home in the same condition that they brought them in to the weekends event.

The general feeling aired at the meeting was that the Funfly was a very successful weekend with all participants enjoying the experience. The lower numbers appeared to make it a more relaxed environment for interaction in and around the pits as well as on the flight line.

The raffle generated a lot of interest thanks to Hobby for their sponsorship again this year, it was very profitable for the club and those Beef & Gravy roll never fail to disappoint.

The date for the EDF funfly has been set for 11th / 12th November so plenty of time to get the planes out of storage and do a little bit of preparation for the event, these events are a great way to interact with like minded aeromodeller from other clubs to share experiences.

The night flying on the Saturday evening was enjoyable, I know what it is like to be kept in the dark so the LED lights keep you alert to the position of your plane.

Our slogan as we age.

S.O.S

Slower, Older, Smarter.



I hired a handy man and gave him a list of jobs to do so I went flying.

When I got home I found that only items 1, 3, and 5 were completed.

Turns out he only does odd jobs.

There are only 85 days till Christmas so it is now time to visit all the Hobby Shops on line or in person looking for a bargain that comes in a "BIG" box.

Socks and Jocks are no longer acceptable at this time of the year so you will have to combine your wish list for the big event and leave it in a conspicuous place for all to see and hopefully you will be rewarded.



Kevin's candy plane that also attended the Funfly weekend (Not sure it should be this colour for an eagle) but it does fly nice.



Sunday 17th September one week prior to the annual Funfly a Busy Bee was arranged to complete any outstanding tasks before the long weekend.

There was a good rollup of members and all the tasks were completed during the morning.

We had Humphro and Peter playing musical mowers, round and round the long grass we go.



Kevin on Whipper Snipper and Marcus on blower cleaning up what the mowers left behind.



When the morning was complete the field looked immaculate ready for the event.



Start up area and taxiways prepared in readiness for the action.



Troy Adam and myself were given a task to collect old fence posts from Ian's place to be cut into fire wood, at no stage during the instruction were there any warning of *"Beware of the Peacock"*

The Peacock took over and harassed us from the time we arrived till the time we left, at one stage it physically attacked Adam causing grievous bodily harm to his arm.



Evidence of the injury, this photo will be used in court, as legal action is pending for assault there will be no further details released until after the hearing.

Pictured is the offender in question, he never even got his feathers ruffled, he probably would have if Adam could have caught him.



The weekends flying commenced with the traditional Pilots briefing, however, several pilots were absent from this gathering.



Bill Darnell came prepared for the weekend with a variety of planes from his hanger.



This model had a lot of flights over the weekend to the stage were the amount of petrol mixed for the event was running very low, it performed very well.



The Tiger Moth owned and flown by Eric Bevin regardless of it's age looked and flew very well. Old plane and you might also see it was flying on the old radio system 36 Mhz



This turbine jet flew very well despite it being 15 years old, was showing some signs of aging but performed very well in the sky.



Brian was presented with this "LARGE" cream cake by Ian, It was full of cream with strawberries on top.

Brian thought all his birthdays had come at once.

(and it wasn't even his birthday)

We were privileged to have had a variety of turbine jets attend the weekend and they put on a great flying display over the two days.



Ian Bain a regular attendee at these events did some impressive flying with this jet from very fast flybys to very subtle hovering all mixed into each flight.



Shane Ballingall is also a regular and he teamed up with Ian to put on some impressive turbine flying.



Then along came this turbine powered jet glider which changed all the perceptions on what a glider should do.

It was launched from a dolly and once in the air it was very slippery around the sky, it soon became clear as to why it was all carbon fibre construction.



A variety of jets lined up waiting for some time in the sky.



I believe this is Troy's next plane, oh, only if the Tigers have an AFL team in the comp next year.



Mathew Behre setting up a new plane to be certified and have it's maiden flight, I would be right in saying he is getting a lot of advice from this group pre flight.



Ian Clapp's 7 cylinder radial motor was given an airing with it being run up in the starting line restraints, nice sound, it was not flown.



Maiden flight proved to be very successful in the end, when a pilot walks back to the pits after a successful maiden flight with a smile on their face and making a comment like "Got to be happy with that" then it has to be all good.



Couple of EDF's that performed well in the sky over the weekend.



Many stories were shared in the sunshine in and around the pits over the weekend guess there are a few being shared amongst this group here.



The traditional Beef Gravy Rolls were again a highlight of the Sunday lunch, Trevor & Erica have people come from far and wide to these events just to sample these and they never disappoint.



Four very contented happy campers engrossed in devouring a roll.



Hobby donated the major prize a Bronco model, their generosity is much appreciated by the SWARMS club as these raffles create a lot of interest amongst the visiting pilots.

The raffle draw conducted by Steve from Hobby



And the winner is ??

Everyone rustled around to find their tickets.

The happy recipient of the Bronco model first prize.



Lunch time on Saturday everyone enjoyed a V&V Walsh burger lunch it was sponsored by AWA.



The organizers of the SWARMS Funfly would like to thank the visiting pilots for not littering the field whilst they were here, no "CRASHED" airframes were to be seen at anytime over the two days flying.

I wonder what was on the menu at this function



Tuscan down!

Flying the Tuscan and doing a few aerobatic manoeuvres as you do and did a vertical climb flattened out at the top and put the plane into a slow flat inverted spin. This looked very imprecise in the air until I tried to get it out of the spin, sticks going in all direction to recover all to no avail.

With all the paddocks around the field it came down in the middle of the gravel access road, first time I have ever landed upside down in 30 years.

Sustaining damage to the front section of the fuselage and broken prop so a little bit of work required to get it back in the air.



With the massive downturn in international travel, aircraft manufacturer Fokker has started developing planes for the military. Their latest is a small, super stealthy reconnaissance plane that is almost undetectable! It's called the Sneaky Little Fokker.

Morris, an 82 year-old man, went to the doctor to get a physical. After thoroughly checking over the man, the doctor gave his diagnosis and sent Morrison on his way. A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm. A couple of days later, the doctor called Morris back in for a follow up and said, "You're really doing great, aren't you?" Morris replied, "Just doing what you said, Doc. Get a hot mamma and be cheerful." The doctor said, "I didn't say that. I said, You've got a heart murmur – be careful."

No shortage of balsa wood in Vietnam a truck load arriving here at the Seagull Models Company ready for construction of a few more Seagull models.



Learn from yesterday, live for today, hope for tomorrow.

*Life's too short to be anything but happy.
Get out Go Flying "NOW"*



Pilot Profile:

Name: Rob Woodhead (Woody)

Occupation: Retired Plumber

Favourite Transmitter: Futaba

Most Expensive crash: My most expensive crash would be my first B29 4 engine Super Fortress. She flew beautifully on her first flight for about 20 minutes. On her second after about ½ hour she ran out of fuel, 2 engines on the port wing stopped. The thinking then was these DL engines run forever on a sniff of fuel, not so. I bet if you tried, you couldn't get 2 engines to stop at the same time. Anyway, company policy now is to land after 10 minutes. When you see a foamy go in, most times a bit of repair work & off she flies. The B29 took 18 months to rebuild.

When did you start model flying and why?: In my life I've always needed a hobby. I bought a control line with little success & not much interested. We were visiting Busselton one day & they had model planes down the oval, thought I'd look. Like most people I thought they'd probably start them up, hand launch them, maybe a couple of circles & land. Would you believe, these had throttles & steerable nose wheel. They started them up & taxied them out, turned into the wind, opened them up & took off.

What has been your most memorable flying moment?: Best memories, were after seeing the Spruce Goose fly for the first time. Of all the negatives on will it work, well, one picture is worth a thousand words. With the help of Bruce Corfe, she graced the front covers of international model magazines twice published in England. She also graced the cover of our local paper with the story inside.

What flying moment would you most like to forget?: The demise of my first B29.

What inspires you most about the hobby? (I suppose what inspires me the most is that there are many Aircraft to model with their own characteristics. Unfortunately, now can't really do much due to serious health problems. I did start & got about 1/3 of the way on a 1/8 scale B29, 18ft span, 4- 85cc's DL's. I had to give it to a mate to finish. One day you may see her in the skies over SWARMS, hope so.

How tidy is your workshop?: My workshop would be a tad untidy.

What is the best lesson life has taught you?: I think my life lesson would be if you want something bad enough you will get it.

What is your all time favourite model and why?: My favourite model would without a doubt my B29 DINAH MIGHT SUPER FORTRESS, great plane

What keeps you awake at night?: What keeps me awake at night, getting up for a pee hourly due to my fluid tablets for my heart.

What type of planes inspire you?: I'm inspired by WW2 Warbirds as there's lots of them with all the challenges. I once bought a STUKA ARF which flew well but not with one wing missing after meeting a plane going the other way.

What makes a successful R/C Builder / Pilot?: How to be a successful builder & flyer, one word, perseverance.

Where do you see electric flight progressing into the future?: I believe it will takeover from ic as it is with the Auto industry.

What interests do you have outside R/C modelling?: Word pad puzzles

What makes you angry?: Angry at being in my present medical situation not being able to build or fly much.

What makes you happy?: I'm happy when the families come down, 2 kids 3 grandkids 2 great great grandkids. Really look forward to a beer with Jim. As a young bloke, he used to come out with me but disappeared when girls came along. Love my AFL, Cricket v8 supercars & of course our Matilda girls.

Finish this sentence: The hardest thing I have ever done in the sport was: Saying goodbye to Ray Anderson, we spent a lot of time together travelling out to the field & in my shed. Things weren't the same after he left us. He was a huge help with those complex models.

How would you like to be remembered?: I'd like to be remembered as an honest bloke who got on with most people & lived a Christian life.

Woody will be remembered for his large models.



The Grey Goose has gone !

The famous Spruce Goose has gone to greener pastures, after thrilling model enthusiasts over and over again both at the SWARMS field and at Perth fields a decision have been made on it's future.



Rob Woodhead, the builder owner of the plane has donated it to the Aviation Heritage Museum at Bull Creek in Perth, on doing this it has been taken out of storage to be put on display so it can still be appreciated by aircraft enthusiasts whilst viewing other exhibits in the museum.

It will be put in the museum as a static display and exhibited to the general public for many years to come.

The Goose in full flight after take off from water



The plane had the motors removed and was transported to the Perth Museum on Monday 28th August, when I arrived there I was asked by a volunteer what was in the trailer and I said a Goose model plane. When I opened the door of the trailer and to his surprise he seen the Spruce Goose sitting tied down in the trailer his comment was "Gee you call that a model plane"



It all started with the foam core blocks.

Then came the ply formers



Foam cut to suit the formers

Trial fitting of components with wings sheeted and 8 motor mounts fitted



Getting closer to completion

After two years in the workshop it was time for test flying, she performed very well as she did flying off water later.



Another large model constructed by Rob Woodhead has now also joined the Spruce Goose in the Aviation Heritage Museum in Bull Creek.



Fitted with three radial motors it sounded great in the sky though be it a little under powered in flight.



The plane in full flight, very easy to see in the sky due to its size.

When I asked members if the museum would like to display this model also they were very excited as they have some history and photos of the Southern Cross but no actual plane or model so they immediately responded with, yes.

After many hundreds of hour in the workshop working on these two plane it has not been in vain, with Rob making the donation of the airframes to the museum it means that they will be available for public viewing long into the future for all to see.



The Southern Cross completing another successful flight over the SWARMS field.

Prior to each flight it required the motors to be tuned and Ray Anderson was meticulous at doing this, all three set at the same revolutions.



It is a great sport we are involved in, however, not every flight ends as originally planned on the flight line prior to take off. A reminder of some of those moments, Pilot names have been suppressed to prevent any relapsed mental condition. All SWARMS incidences over 12 months some never to fly again.

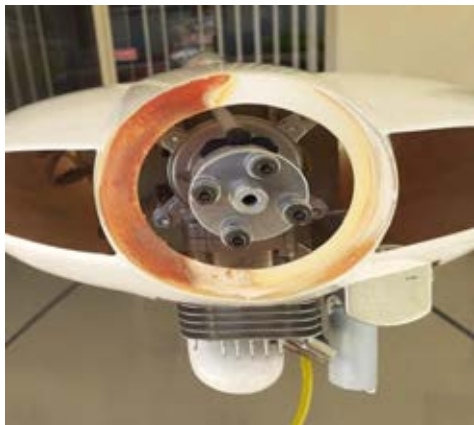


It is good that we can pickup all the pieces and do it all again the next weekend, it is all part of the sport. The build, fly, crash repair cycle of the sport.

Peter Dustin recently did a maiden flight on this Nemesis seagull model fitted with a 35cc RCGF motor, during the flight 2 cowl screws came out causing the cowl to come forward and rub against the back plane on the propeller spinner.



The chafing marks on the front of the cowl.



Unusual shredding pattern of the rear of the spinner backing plate, no evidence of the number of revolutions required to get this effect. Modern art.



Looks like the rotation of the prop and the gun lost their synchronization here almost shot himself down.



Impressive flyby performed by the Blue Angles. No, not at the SWARMS Funfly



Another group captured relaxing in the sun at the Funfly.



The Tee shirt says it all



The Catalina captured at the RAAF Heritage Museum in Perth when I delivered Woodies two planes there last week.



Oh, there was group of members who enjoyed a coffee at the Busy Bee, have to give it to them though it was after the tasks had been completed.



I had a member in the club, thank you Trevor, who forward me a video of this F22 Raptor foam board profile jet and it looked really good in the video whilst in flight.

It also contained access to a plan which I down loaded, when I printed it out it contained 16 A4 pages so the next task was to assemble it on the floor like a jig saw puzzle making sure that all the lines matched then sticking it all together and cutting it out as a template to work with.

I like a challenge so I went to Office Works to purchase some foam board and commenced to cut it out and proceed with the build. I have never worked with foam board before and the task was quiet enjoyable putting it all together with the hot glue gun.



Had a bit of a challenge getting it setup up the radio and dialling in the requirements for Ailevators, when I achieves this I could not get the motor to run, the throttle on Futaba is normally channel No3 on the receiver, however, by swapping leads around I found it works perfectly with speed controller connected on channel No6 so it is now all go. You learn something new every day.

Maiden flight on Sunday 27th August proved to be a bit disappointing as the plane was under powered and would not pull away from a hand launch. All the recommended specification were complied with so it looks like a few changes with the prop to see if it will power up with a bit more push.

A man visits a friend recovering from the flu that had him bedridden for weeks. Surprisingly, the friend says it's been a happy and wonderful experience.

"How so?" asks the man.

"Well, I've found out how much my wife loves me and how pleased she is to have me home."

"How do you know that?"

"Well, every time the postman, the milkman or the dustman comes by, she runs out shouting 'My husband is home! My husband is home!'"

For Sale

Seven OS 46LA Nitro motors @ \$100 each. Fitted with 9X8 propellers aluminium dome prop nut and fuel tank. Used but in good condition, all done the same amount of work whilst on the Spruce Goose.



A little birdie told me SWARMS are looking for a new tractor, I have found a genuine model the structure can be changed each year at very little cost if needed.



Maybe this pilot tired to take on too much water all at once in an effort to fight the fire in the background.



Newsflash! A small, 2-seat aircraft crashed in a graveyard in Ireland.

Rescuers have found 115 dead so far and expect to find hundreds more as they continue digging.

A gentleman was at a wedding and this woman opposite looked at him and said "every time you smile, I feel like inviting you to my place.." He asked in excitement "are you single?" She replied 'NO' I'm a Dentist

Two blokes were talking, one said "you know mate, they say that flying is the second most exciting thing a bloke can do in his life" His mate said "well, what is the most exciting thing a bloke can do " "Why, landing of course".



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

