



Propwash

April 2024

From the President



The Presidential Address

After being at the field today I feel the club is in a great position. The reason behind this observation is the amount of people that turned up at the field to help out with the busy bee. Although there wasn't a great deal to do the fact that there were plenty that wanted to do it was heartening.

So a big thank you to all those that attended and the field and facilities look great for the coming visit from the jet boys next weekend. SWARMS members are free to fly and attend of course so please come down and have a look or fly.

ANZAC Day has been, and gone, for another year. Thanks to those that turned up on the day, even when the weather for flying was ordinary, and paying your respects. Also a shout out to those that sorted the food and cooking for the morning. I'm sure Ron has a few happy snaps from the event in this edition.

With no meeting for this month due to the Jet Weekend and the following one being Mother's Day the next big event will be the AGM more than likely Sunday 9th June. All positions will be declared vacant so get your thoughts happening around committee positions.

Clubs can't survive without these positions being filled. On this note, in case I don't get re-elected in June, thank you for the opportunity of being President of this wonderful club and members. Look forward to seeing you all at the AGM.

Happy Flying
Bill Darnell



Bill's new grey beast had been through several ground trials at the field, however, had not had it's maiden flight until the Warbirds weekend in Perth.

The take off presented a problem on the grass where it could not get enough momentum up to lift off but later in the day the wind increased and another effort was made to get it airborne and this time it proved to be successful. Vinnie was the test pilot and indicated once airborne it flew like any other plane.

Bill received a lot of comments from those present at the event on just how impressive it was in the sky.

To prove that Bill did attend the event he is pictured here in attendance at the Pilot briefing in the front row absorbing all the tips for the days flying prior to the event commencing



From the Editor



The year is fast passing us by with the club AGM scheduled for June which is only two months away it is time for members to start and think about the election of committee members for the 2024/25 flying year.

The club can only survive successfully with a dedicated committee, all positions will be declared vacant at the AGM so time for current members to consider taking on a roll to assist the club through another flying year in 2024/25.

Each year we put nomination forms on the board so members can be nominated in writing prior to the meeting which is part of the constitution for the election criteria at an AGM, not only does this give the club an idea who is standing for the relevant position but also a chance for those interested to enquire just what is involved in the position they are interested in taking on.

These nomination form have been placed in position on the notice board in the club room, if you are interested in any of the positions get someone to nominate you sign the form and hand it to the Secretary prior to the AGM.

The Secretary position is vacant and looking for someone to take it on at this meeting so time for members to consider nominations for this position.

We all volunteer our time for the benefit of the club and it's members and the rolls on the committee are not all that time consuming so don't hesitate to come forward and enquire about any of these positions.



What do you call a committee made up entirely of people named William?

A Billboard.

The Anzac Day Rimfire breakfast was enjoyed by those SWARMS members and partners who participated it was a good social way to start the day of remembrance. There was a variety of models that could have flown, however, due to the blustery wind conditions only one was put in the sky.

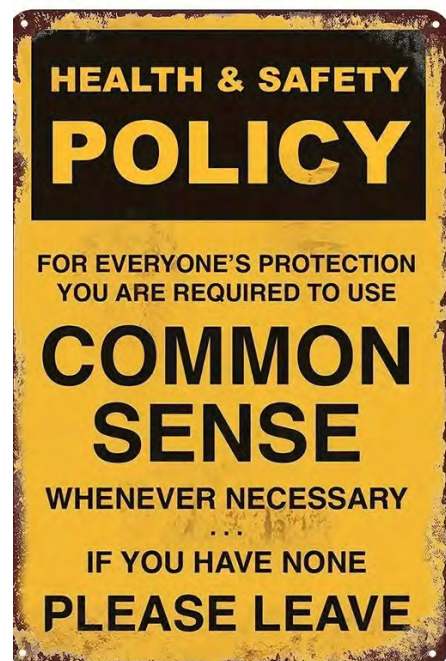
As the day progressed it was time to reflect on those who paid the ultimate sacrifice with their lives to make our country what it is today enabling us freedom to enjoy our leisure time in the sky.

We could have been privileged to witness some of the model plane replicas that may have been used to achieve our freedom on the front line, however, this was not going to occur and as the morning progressed the wind showed no signs of abating so the day was called off.

The next event to look forward to in the Turbine Jet weekend on the 4th & 5th May, the main Turbine day will be the Sunday but the skies over SWARMS will be busy all weekend so come along and support the event.

In he February Propwash I vented my frustration about when I was completing the CASA height reaccreditation application forms with reference to "Common Sense" through out many of the questions.

Well that is all behind us now but I am still not conceding to the fact that there is no "Common Sense" these days and I have a sign that I will erect in the pits for all to see and comply with.



Could be interesting to see how many read and obey the sign.



On Thursday 25th April the club members honoured Anzac day commencing the day with a “Rimfire Breakfast” conducted at the field from 8am.

On conclusion of the breakfast it was programmed for any warbird planes to be flown through out the day, however, no body told the wind and it was very blustery throughout the morning hence little or no flying was conducted. We had a selection of model that could have graced the sky but only one took off and landed a couple of times successfully apart form a bit of combat flying that was done.

The Chef prepared a gourmet breakfast fit for a king but he did not turn up only SWARMS members and their respective partners turned out. Thank you to members who contributed items for the meal.



Smoking will kill you... Bacon will kill you... But, smoking bacon will cure it.

What do you get if you play tug-of-war with bacon? Pulled Pork.

There were some clever attendees who chose to sit inside out of the wind to eat.



The tough ones sat outside



These three got in early for breakfast.



This was the only plane that graced the sky during the morning due to the blustery condition and Kevin did it twice successfully.



This model looked impressive parked up in the pits but the strong wind prevented the wings being fitted to the fuselage.



"If God had really intended men to fly, he'd make it easier to get to the airport."

This was one of the planes used for a bit of combat during the morning and did come back minus its streamer.



I do know these were two of the model at the field that were ready to fly, however, they did not come out of the trailer.



Why did the pilot start a fitness class on the plane? To help passengers "take off" those extra pounds!

The club held another successful social evening in the form of dinner at the Boyanup Tavern recently, this one was organized for the Saturday evening where the previous gatherings have all been conducted on the Friday night.

Members and their Wives / Partners enjoyed the social outing, with a nice variety on the menu to select from all left with a contented look on their faces heading home to sleep it off.

The evening commenced with pre-dinner drinks.



Looks like Kevin really enjoyed his meal.



We were privileged to have the President attend this time around he also had his accommodation booked at the field for the weekend and sneaked in some early flights.



We do have some members (pictured here) who never miss a night out on the town and have supported, attended and enjoyed previous events so they keep coming back.



A couple more of our regular attendees at these functions enjoying the evening out.



The Ballingall family travelled down from Perth to enjoy the evening out.



Oh ! And Trevor also attended he is seen here dining with all his friends.



I did receive a call from the venue Saturday afternoon asking if it was ok for our party to sit at dinner on bar stools, I very quickly responded saying that the majority of our member were in their latter years and they might nod off to sleep and fall off bar stools so the lady I was speaking with said she would immediately go set up low seating for us for the dinner which she did.



Definitely think it was a good call as some may not have attempted to get up on the bar stools without claiming to be paid height allowance.

Not sure how much John Doggett has had to drink, it is only early in the night and his face is already blurry.



Exploring the World of Old RC Airplanes

RC airplanes have been a popular hobby for many decades, and they continue to attract enthusiasts around the world. While modern drones and quadcopters have become increasingly popular in recent years, there's something truly special about flying an old-school RC airplane. For many, piloting one of these vintage planes brings back memories of a simpler time, when things moved at a slightly slower pace and the world seemed just a little bit smaller. Of course, it's not just about nostalgia; old RC airplanes offer a level of control and precision that's difficult to find with other types of aircraft. Whether you're looking to compete in high-stakes aerobatic competitions or simply want to experience the thrill of flight, an old RC airplane can be an excellent choice. But before you jump in, it's important to understand some of the key considerations and challenges that come with piloting these unique planes. In this article, we'll explore everything you need to know about old RC airplanes, from their history and types to maintenance, repairs, and flying tips.

History of Old RC Airplanes

RC airplanes date back to the early 1900s and have a long and rich history. Here are some of the key milestones:

The first remotely controlled aircraft was developed in 1898 by Nikola Tesla, although it was never flown.

In 1917, Archibald M. Low developed the first successful radio-controlled aircraft, which he used to attack German zeppelins during World War I.

In the 1920s and 30s, hobbyists began building and flying their own remote-controlled planes, using systems that relied on wires and pulleys for control.

By the 1960s, advances in transistor technology had led to the development of reliable, practical radio control systems that could be used for model airplanes.

Throughout the 1970s and 80s, RC airplane technology continued to evolve, with more sophisticated control systems, improved materials, and more powerful engines.

Today, old RC airplanes are prized for their historical value and unique sense of nostalgia, and they continue to be popular among enthusiasts around the world.

Some interesting facts on old RC airplanes include:

Model airplane contests have been around since at least the 1930s, when the National Free Flight Society was founded in the US.

Aerobatic competitions date back to the 1920s, when pilots began performing stunts and tricks at airshows and other events.

Scale modelling has been a popular hobby for more than a century, with enthusiasts building and flying all kinds of planes, from simple gliders to complex jet fighters.

Maintenance and Repairs

Maintaining and repairing an old RC airplane is a crucial part of ensuring that it remains in top condition and performs as expected. Some key tips and considerations for maintaining and repairing your vintage airplane include:

Regularly check and maintain the engine to ensure it is running smoothly and efficiently.

Inspect the fuel lines to make sure they are not cracked or damaged, and replace them if necessary to prevent leaks or fuel starvation.

Check the control surfaces, such as the ailerons and elevator, to make sure they are properly aligned and move freely.

Keep the fuselage and wing surfaces clean and free from debris and dirt that could cause damage or affect the plane's aerodynamics.

If your airplane requires repairs, be sure to use high-quality replacement parts and follow the manufacturer's instructions carefully to ensure a safe and effective repair.



Painless 360 Model Building/Repair Checklist

POST BUILDING/REPAIR CHECKLIST: BASIC AIRFRAME

- ALL CONNECTORS, SCREWS, BOLTS AND WIRES CONNECTED AND TIGHT?
- NO GLUE SEAMS MISSED OR CRACKS IN FOAM NEED GLUE
- FLIGHT CONTROLLER/STABILISER SECURELY FIXED
- NO SHORT ON MAIN POWER CONNECTOR?
- RADIO AND RECEIVER BOUND?
- CONTROLS
 - MOVEMENT IN THE CORRECT DIRECTION?
 - THROWS AS EXPECTED?
 - REFLEX OR TRIM POSITIONS SET FOR NEUTRAL?
- MOTOR AND ESC
 - ESC CALIBRATED?
 - PROP ON THE RIGHT WAY ROUND?
 - PROP NUT TIGHT?
- CG PLACEMENT WITH BATTERY OK?
- ALL CARBON FIBRE/REENFORCEMENT FITTED



POST BUILDING/REPAIR CHECKLIST: RADIO AND RECEIVER

- FAILSAFE SET FOR RECEIVER?
- THROTTLE CUT OR ARMING SWITCH NEEDED/SET-UP?
- MODE CHANNEL NEEDED/SETUP?
- DUAL RATES NEEDED/SETUP?
- EXPO ON CONTROLS NEEDED?
- INSTANT TRIM NEEDED/SETUP?
- TIMER SET (IF NEEDED)
- NEEDED LUA SCRIPTS ON RADIO (IF NEEDED)



POST BUILDING/REPAIR CHECKLIST: FLIGHT CONTROLLER & FPV

- FAILSAFE SET AND WORKING?
 - SET AS RTH (IF AVAILABLE)
- LEVEL AND ANY PITCH OFFSETS SET?
- MODES SETUP FOR FLIGHT?
 - SETUP TRIM AND AUTOTUNE? (IF NEEDED)
- OSD SETUP AND CORRECT UNITS SET?
- VTX CHANNEL, BAND AND POWER LEVELS SET?
- LAUNCH MODE CONFIGURED AND SET?
- CONFIRM CORRECTION FOR CONTROLS IN STABILISATION MODE
- COMPASS CALIBRATED (IF FITTED)
- CONFIRM GPS LOCK AND ABILITY TO ARM



PRE-LAUNCH CHECKLIST FOR THE FIELD

- BATTERY FULLY CHARGED (MODEL, RADIO, GOGGLES, CAMERA)
- ALL CONNECTORS, SCREWS, BOLTS, PROP NUT TIGHT
- PROP UNDAMAGED AND PROP NUT TIGHT
 - EDF INTAKES AND FAN CLEAR OF DEBRIS
- CG PLACEMENT CORRECT
- COMPASS CALIBRATED (IF FITTED)
- CONTROLS MOVE IN CORRECT DIRECTION
- CORRECTION IN RIGHT DIRECTION (IF USING FC/STABILISER)
- ABLE TO ARM MODEL AND SPIN MOTOR
- MOTOR DIRECTION CORRECT
- FAILSAFE WORKING
- RANGE CHECK OK
- DVR RECORDING WITH ENOUGH EMPTY SPACE



Remember : only fly when you and the model are ready: *if in doubt, don't fly!*

Policeman: *So you seen five guys beat up this elderly gentleman on an electric scooter and you did nothing to help.*

Bystander: *Well officer I thought that five was enough.*

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Radio control model enthusiasts are always on the look out for a bargain and do purchase a lot of second hand plane bargains during their flying life.

Found this bargain recently if you are interested don't hesitate to contact me I can get you a good deal on this item.



If your parachute does not deploy don't worry.

You have the rest of your life to fix it.

Emergency parachute wanted any condition just get it here as soon as possible.

Two men walk into a coffee shop and one of them says to the waitress, "A coffee for me and my friend."

They get their drinks and raise their coffees for a toast, "To 51 days!" and they drink.

One of the men asks the waitress to set up two more coffees.

Again the men toast, "To 51 days!" and they drink their coffees..

After they order a third coffee, the waitress asks what the toast means.

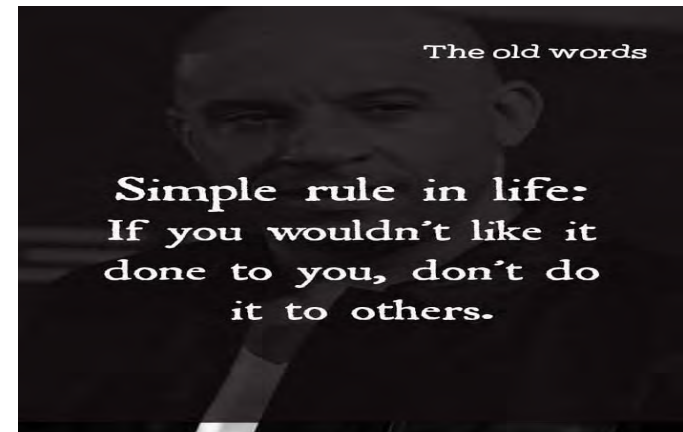
One of the men answers, "We just finished a Model Plane build. On the box it said, 'two to four years' and we finished it in 51 days!"

Peter Dustin had an unfortunate incident recently with his Chipmunk going into autopilot taking over control and doing it's own thing when it went into a spiral dive and did not respond to any radio input from Peter. Comments could be heard around the pits during the flight on how good the four stroke motor sounded in flight, then it stopped.

The end result.



The pilot survived the ordeal and when he was located amongst the debris and removed from the wreck he still had a smile on his face.



***The old pilot said to the policeman,
“If I refuse to take a nap is that classed as resisting arrest?”***

I have set up a new plane with the video system fitted and it has been tested and works fine, the original setup was good quality when gliding but when the motor was running the vision was a bit distorted. Amazing how the quality of the video also improves when flying with the lens cap off the camera.



There was once a man who had two dogs, named Common Sense and Trouble. He always took his dogs to the park every evening.

One day, however, he decided to take only Trouble to the park and left Common Sense at home.

As the man happily played Frisbee with his friends, Trouble disappeared. The man became sad and panicky, he looked for his dog everywhere but could not find it.

A lady noticed him and asked: “What are you looking for?” The man replied: “I’m looking for Trouble!”

“Pardon?” asked the lady. The man replied in a higher tone: “I am looking for Trouble!”

The lady was annoyed and asked: “Where’s your common Sense?”

The man answered: “At home.”

Well look at that Bill, “Common Sense” also prevails in the animal world.

Ed Meester found a unique way to stop the wind from blowing his gliders off the table in the strong gusty condition at a flying session recently by using his thongs as a weight on the wings.

He performed his fire walking act sacrificing burns to his feet on the hot concrete whilst walking around but his gliders were safe on the bench throughout the morning using this weight method and they did not attempt to fly or sustain any damage as a result.



Two single Gentlemen meet for coffee. They start talking about the women they're dating.

The first Gent says he's not seeing anyone special.

The second Gent says he's very excited about a woman he's been dating for a month.

"Last night we went out for dinner, and afterwards she said those 4 words I've been waiting all my life to hear from a woman."

"Will you marry me?"

"No. 'Put your money away'."

Thank you to the Roulettes for doing their formation fly over on Anzac Day



University Study Results

This could be the theory why we don't drink prior to flying, it proves that you feel smarter therefore becoming over confident by attempting things beyond your capabilities.

One afternoon at the bar, a man was explaining the Buffalo Theory to his buddy Norm. Here's how it went:

"Well ya see, Norm, it's like this. A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first.

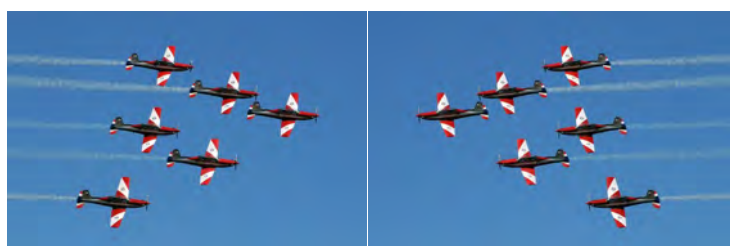
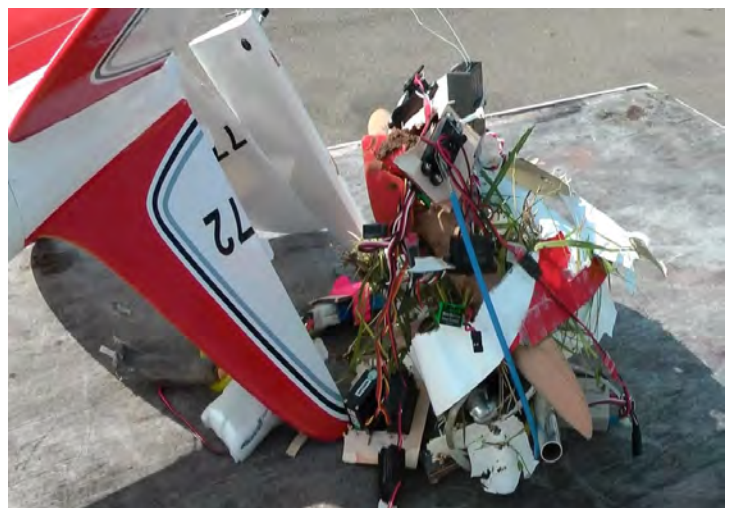
"This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members.

"In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first.

"In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. That's why you always feel smarter after a few beers."

When getting setup into Radio Control modelling it isn't expensive to buy your models.

But, it is expensive to keep buying them.



Flash Backs

Good to keep reflecting on the past now and again to make us realized just how far we have come over the years and to appreciate what we currently have available to us each week we attend a flying session. This did not come without a lot of hard work, raising finance and planning over the years.

From this !



To this !



Now to this !



The runway surface covered with matting that had deteriorated over the years.



The bowling green surface matting upgrade that was placed over the top to improve the runway surface.



Progressing into what we appreciate today, fully concrete surface on both runways.



Had a terrifying experience last night. I was alone in the house having a bath::: when all of a sudden::: I felt a tap on the shoulder !!

Pilot Profile:

Name: Bill Darnell

Occupation: Underground Trainer.

Favourite Transmitter: Spektrum IX 12

When did you start model flying and why?:

Always wanted to so started only about 6/7 years ago.

Most Expensive crash: \$1500 +

What has been your most memorable flying moment?:

Greasing a landing at warbirds in front of a crowd.

What flying moment would you most like to forget?:

The ones where I didn't get to land the plane.

What inspires you most about the hobby?:

Just the love of aircraft, especially warbirds, and watching them bank and fly low.

How tidy is your workshop?:

Not very but it is tiny and definitely overstocked.

What is your biggest design failure and why?:

Haven't really had to do much designing yet but no doubt it is coming when I finally get to build stuff instead of ARF. I did jump off the garage roof as a kid with a pillow case as a parachute and that failed, does that count?

What is the best lesson life has taught you?:

Enjoy the time you have.

What is your all time favourite model and why?:

Trojan T28 currently, it is the go to plane. Doesn't let you down and will do anything you want and looks good.

What keeps you awake at night?:

Eyes being open.

Who has inspired you most in life?:

Dad

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

Practice and lots of it. Learning from you're mistakes and owning them.

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

Longer battery life, so more flying time.

What interests do you have outside R/C modeling?:

Keeping fit and enjoying time with my wife Simone.

What makes you angry?:

People sitting in the right lane and not overtaking.

What makes you happy?:

Being with Simone, holidays, good wines and of course flying.

Finish this sentence: The hardest thing I have ever done was:

Any visit to a dentist.

How would you like to be remembered?:

Just a memory.



A young boy said to his grandfather, "Make a frog noise for me, Grandad."

"No, son, I don't feel like making a frog noise right now," the grandfather replied.

"Oh please, Grandad, make a frog noise."

"No, I don't want to."

"Oh please, Grandad, make a frog noise."

"Why is it so important to you that I make a frog noise?"

"Mum says when you croak we can have this house."

With a motion moved at the last monthly meeting to run a power cable from the generator shed to the pits for lighting and talk of maybe installing a water tank in the future to catch the water off the pits pavilion roof it was agreed that a water pipe could be placed in the trench at the same time.

This would be in the form of a 25mm water pipe under ground to take the water from the tank to the clubrooms area across the car park.

If it the water pipe was part of the project maybe this guy could be an added attraction coupled to the downpipe it would no doubt test his aim.



With the inclusion of an electrical underground cable from the pits to the generator shed it will eliminate stringing cables up in the air to the pits whenever there is an event where there is a need for lighting in the pit area.

When you get bored doing the same old builds and repairs you are always looking for something different to stimulate the mind and to try out. I was watching a Test Flight video and seen what was called a Rogallo Wing being flown and it looked so docile that I thought I would see if I could construct one.

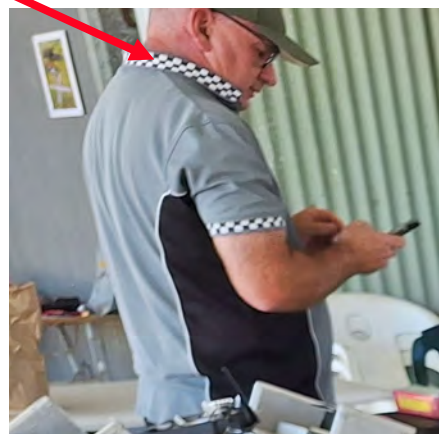
I had a stunt kite in the shed which has done a lot of flying so I thought it may be time to convert it to a powered model. Running the YouTube video through stopping at various sections to get an appreciation of how it had been constructed and some idea of the type of build size and shape until I gathered enough detail to commence the project.

The fuselage is built out of corflute sign material and glued together with the hot glue gun, it is fitted with two servos, elevator and rudder. The problem I had was there was no reference to the correct C/G location so it was a bit of suck it and see for the maiden flight.

This is what the finished product looked like after just a few hours in the shed.



Who goes flying on a Sunday morning only to be distracted in the pits bidding in an online auction to obtain a boat, if it is too windy to fly you can rest assured it is not boating weather. (He was successful)



The clubs new recently obtained fire trailer unit is setup and ready for action when needed, with all the total fire bans we have experienced this year to date we have been lucky there has not been an occasion to put it into action.

This could well be due to members heeding the fire ban warning and ensuring that the field remains closed during these occasions, as we have seen recently around the South West it does not take long for a fire to get out of control and create a lot of inconvenience and fear to the general public that in most cases could have been avoided.



Should we experience a fire at the field now having a fully equipped first responder unit hopefully we can contain the fire until FESA arrives to assist and take-over preventing this type of incident from occurring and getting out of hand.



Having the right equipment does not always solve your problems instantly, some fires once out of control can take days and sometimes weeks to get under control. This is why a first responder unit is so valuable to be able to put it into action whilst waiting for backup units to arrive.



The next step in the fire protection program at the field could well be that all new models be fitted with water tanks having the ability to then drop water from the air, this method of fighting fires particularly in areas that are hard to access with fire vehicles has proven to be very effective.



A fire requires three components to survive and when attempting to extinguish it you look at what resources you have to remove any one of the three to control the fire. The fire triangle **Heat, Fuel, Oxygen**

- It is difficult in a bush fire event to remove the **oxygen**.
- * It is difficult to remove the **fuel**.
- * So in our situation we will try to eliminate the **heat** by activating the fire tanker unit to extinguish the fire by cooling it down with water.



Marcus Burr has changed the power pod on this Corsair from electric to petrol, it is now fitted with a 15cc petrol engine and it performs very well in the sky.



Ian Humphryson was having a few problems with the on board glow ignition on this twin 4 stroke motor during a recent outing at the field it is a well presented decathlon model.



Two lifelong RC modellers got together for lunch one day.

“Mike, I’m in a terrible pickle,” the first man stated I can’t afford another model.

“I’m strapped for cash, my rent is due tomorrow and I haven’t the slightest idea where I’m going to get it from!”

“Well, that’s good to hear,” answered Mike with a smile.

“I was afraid you might have an idea that you could borrow it from me!”

After retiring from a busy life in business, Claire travels around the country visiting antique shops trying to find bargains.

One day she goes to an antique shop in the city. She speaks to the shop’s owner and says: “When I was in here last week I saw a big mug with a flat head that holds a lot of beer. I’d like to buy it.”

“Sorry,” replies the owner, “but I can’t possibly sell you that.”

“Oh, what a pity, but why not?” inquires Claire.

“Because,” says the owner, “That’s my husband.”

My Grandfather downed 35 German aircraft during WW2.

He still holds the record as the worst mechanic the Luftwaffe ever had.

Little Johnny came rushing inside in a frantic mess after playing cricket in the back yard. Puffing, he ran up to his dad and asked: “Dad! Is it true that an apple a day keeps the doctor away?”

“That’s what they say,” said his Dad with a shrug.

Little Johnny ran to the fridge and started digging around like a madman.

“What are you doing?” the dad asked in confusion.

“I’ve got to find an apple right now! I’ve just broken the doctor’s window!”

The first drone I saw flying in primary school 😂



Catch you when we fly into the next edition in 2024. Happy Flying, regards Ron.

