



s.w.a.r.m.s.

South West Associated Radio Modelers Society

## Propwash

## February 2024

*From the President*



*With the Anzac day breakfast proceeding again this year will we see any of these aircraft in the sky over SWARMS after the breakfast.*

Welcome Everyone to a New Year,

By the looks everyone survived the Xmas season and are back on track with model flying. However having said this someone hasn't informed the weather god in control of the winds and heat.

After three straight days of total fire bans it was good to finally have a day without one coinciding with reasonable conditions today. Thanks to all those who made the trip for the meeting and a lot was achieved.

Those at the meeting will be aware of the ratifying of amended/ updated bylaws, and also club procedures. An incident report book, MAAA report forms and Incident Investigation Forms are all located in the Canteen now. Just ask if you require to use these and we can help you with it.

As an indictment of our facilities West Jet have asked if they can hold a fly in at the field on 4/5th May. Please pencil this in to your calendars as. It would be good to see our members there as well. Saturday will be general flying for all comers and Sunday there will be a turbine only slot for 2 to 3 hours before lunch then free flying after that. Would be good to see you all there.

Not really too much else to report but I am sure Ron has a bit to follow on after this blurb. Whilst on the subject of Ron, I would personally like to thank him for his huge effort in getting the new area approval application through to where it is. Even though there was a lot of frustration and toing and froing he did it, thanks Ron.

Cheers Bill Darnell



*From the Editor*



Well 2024 has commenced, however, there has not been a lot of activity at the field due to strong persistent 30 Knot wind each Sunday but on the positive side they say they will abate shortly.

Will be interesting to see early in the new year who was a good boy during 2023 and if Santa rewarded them with any new models, we will have to wait until they expose themselves at the field for their maiden flights over the next few months. Watch this space.



The final documents have been completed for the reaccreditation of our CASA 1000ft height application, however, due to a back log of renewals CASA are a bit behind the 8 ball with reviewing and granting these approval's so it could be some time before our submission is approved, the good news is we are permitted to continue as normal with an extension of the current instrument until they get around to do the process review.

Originally details indicated that if the current instrument expired before this approval was reviewed we would have to go back and fly no higher than the standard 400ft ceiling until the new approval had been granted so this is a bonus for the club.



With no scheduled flying events and very little flying conducted over the past couple of months news for this edition of the Propwash is a bit light on, however, I have included a couple of articles that may interest some and some real plane pictures.

One way to eliminate this problem in future editions is to submit an article or two to share with members in any edition of the newsletter. A photo or two, a build project progress update or anything that would be of interest to fellow members, you do not have to do much work at all just get in touch with me,

[ronwaller@bigpond.com](mailto:ronwaller@bigpond.com) and I will then contact you for any items you may have and assist you in compiling the details necessary for inclusion into the article.

*As the year came to an end I would urge you to take care of yourself and avoid accidents, because spare parts for old models like you and I are no longer available in stock, enjoy your flying in 2024 stay safe.*

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Mark this date in your calendar as the club will again celebrate this day in April as it has done in the past.

The day will commence with a breakfast at the field and then continue with the flying of any warbirds that you may in your hanger.

This is a great day out and it for a purpose, showing our respect to those who fought for us, if not for those who paid the ultimate sacrifice we may not be enjoying our flying as we do today.

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We are arranging another club social function in the form of an evening meal out together, venue and date to be decided, when this has been finalized members will be advised via email requesting an RSVP so numbers can be confirmed for this event, they are a good night out so get prepared for action when you receive the email notification.

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*"The pilot who teaches himself has a fool for a student."*

*"There are old pilots and there are bold pilots, but there are no old, bold pilots."*

**Senior Texting Codes:**

**ATD: at the dentist**

**BFF : best friend fell**

**BYOT : bring your own teeth**

**FWIW : forgot where I was**

**GHA : got heartburn again**

**IMHO : is my hearing aid on**

**LMDO : laughing my dentures out**

**TTYL: talk to you louder**



**Common Sense.**

Whilst working through all the documentation required to renew our CASA height clearance reaccreditation recently and becoming frustrated with what I would refer to as “Common Sense” being ignored only to be told there is no such thing as “Common Sense” these days on numerous occasions by President Bill only made the frustration worse.

We certainly live in a much different environment nowadays to when I was involved in Occupational Health and Safety in the mining industry commencing in 1980 and worked in this field for over 34 years. You now have to be so prescriptive when dealing with people and the accountability does not seem to stop with the individual you are dealing with any more

Whilst compiling the Risk Assessment things that would have been more than acceptable as “Common Sense” back then you can’t rely on these days, we have taken away from the individual performing the task at hand any real accountability and when compiling instruction for individuals to follow we have to be very prescriptive.

Do I think this is a good thing “NO” and that is my opinion for what it is worth, where we are heading with this type of management I am not sure but I do know that we had no problems back in the good old days people knew what their responsibility was and accepted it and got on with the job.



*Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape.*

*He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm, life isn’t always fair, and maybe it was my fault. Common Sense lived by simple, sound financial policies (don’t spend more than you earn) and reliable parenting (adults, not children, are in charge). His health began to deteriorate rapidly when well-intentioned, but overbearing, regulations were set in place.*

*Common Sense was preceded in death by his parents, Truth and Trust, his wife, Discretion, his daughter, Responsibility and his son, Reason. He is survived by three stepbrothers; I Know My Rights, Someone Else is to Blame, and I’m A Victim.*

*Not many attended his funeral because so few realized that he was gone.*

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*“Dad I don’t like model aeroplanes like you do, am I adopted ?”*

*“Not yet son we can’t find anyone that wants you.”*

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*With the recent discussion over the past couple of months as to what the new club shirt should look like all to no avail, I did a bit of research and found a very appropriate uniform worn for RC flying in the early 50s.*

*White shirt, tie, jacket with SWARMS logo on the pocket, and sports pants any takers for this recommendation.*



Classicpattern.com

*I bet my wife a dollar that I would never buy another plane.*

*She wins the dollar I get a new plane and everybody is happy.*





Would you like some aerial photography done, videos of good action shots of planes flying or just a few still shots of your favourite plane or location.

***Good idea not to engage me to achieve this for you.***

I acquired a Fat Shark FPV system over Christmas that can run with just the video camera recording and not necessarily sending a radio signal back through the base station system. So on Sunday 7th January I installed the video camera unit into a Bixler and headed off to see what I could achieve at the field.

I did two flights paying special attention as to where the plane was located in the sky to ensure I actually got some good vision of the field.

On the second flight I was accompanied in the sky by Troy with his Pitts Special electric plane, it is bright red in colour and appears very conspicuous against the blue sky background. The mission here was to follow him around and produce some action shots of his flying

After the two flights which lasted a total duration of 24 minutes it was off home to download the footage to the computer and see what I had achieved during the flights.

It was a bit confusing when I observed the footage of both these flights as they were conducted in bright sunlight and the vision I was seeing on the computer looked like I had filmed a Luna eclipse. There was a large black circle in the centre of the screen with a bright light encircling the whole perimeter of the black circle. This was throughout the entire viewing session of the two flights nothing appeared to change from start to finish.

***Huston we have a problem !*** I went to the Bixler in the trailer to see if there was anything obvious with the camera setup that may have contributed to this and all appeared to be functioning ok.

Then it became very obvious with a closer look and there it was, the lens cap had remained in place for the duration of both flight letting nothing through to the camera but a little bit of light around the edges.

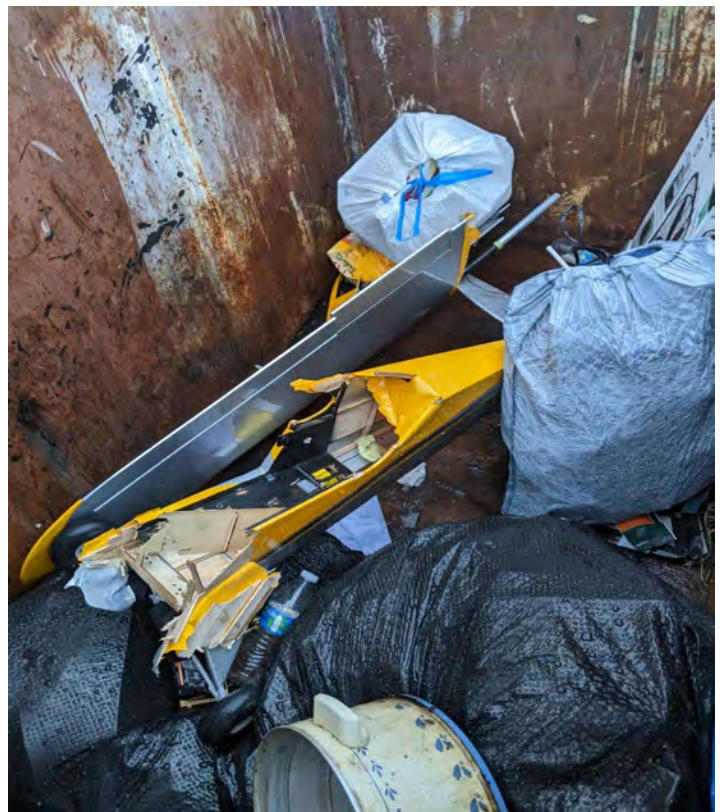
***I thought it looked impressive.***



This is very disappointing to see, someone's Christmas present is already in its resting place in the skip bin. This would have been the result of I will try myself, cant be that difficult.

A new Cub that did not last beyond it's maiden flight, if only they had asked the question, how hard is this to fly and where can I get some assistance.

You can almost guarantee that the owner will never experience the joys of RC model flying after this event. This is why we strongly recommend first time flyers get in touch with a club in the area and get some help with their model prior to going and doing it yourself, this will normally be the end result.



***Famous Blue Angles in tight formation during an air display.***





With the current cost of living hike and in particular having just returned from an extended trip to America Bill was feeling the pinch on his budget.

However, Trevor and I thought this was taking it to the extreme, Bill thought that by using a smaller trailer there would be less drag on the car so the cost of fuel would be less when removing the leaves from around the clubrooms to a stockpile over in the paddock.

One thing he overlooked was that the size of the trailer would mean several more trips to the stockpile resulting in an increase in fuel consumption. Next time better to think outside the box Bill !.



*This is definitely using all available runway on take off, nose wheel clear of the extremity of the deck whilst the rear wheels are still in contact with the deck. Too late to abort take off now only one place to go, or is there two.*

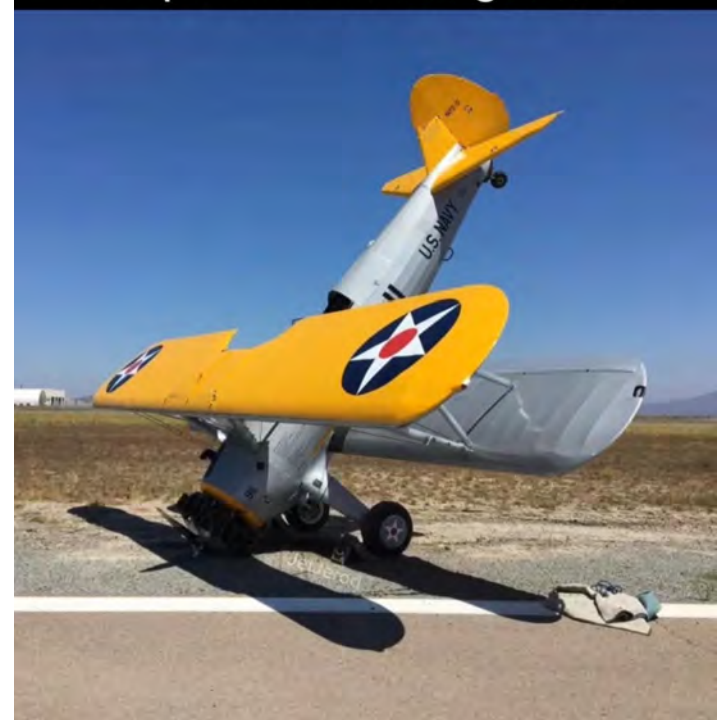


‘Twas the week before Christmas,  
in our hangar so tight,  
Not a creature was stirring,  
not even a flight.

Our F-16s were nestled with care,  
In hopes that Boss “Sheik” wouldn’t disrupt the air.  
Our pilots were resting all snug in their beds,  
While visions of air shows danced in their heads.

And our ground crew out of coveralls,  
With no practices left,  
We have just settled down  
for some well-deserved rest...

**When the flight was so bad  
the plane kisses the ground...**





*Is it time to get the paint out and decorate the new concrete runways ?? It does look impressive.*



*This is not an Aboriginal art piece, it is a plane graveyard in America photographed from high in the sky,*

*It is good to see that all aircraft are well segregated in their make and model location which makes it easy to locate a particular airframe to obtain parts should you be that way inclined.*



*“Honey, what will you give me for our 25th anniversary?” Sue asked.  
 “A trip to Thailand,” her husband Tom replied.  
 “Wow, that’s fantastic, and for our 50th anniversary?”  
 “Well, then I pick you up again,” he replied.*

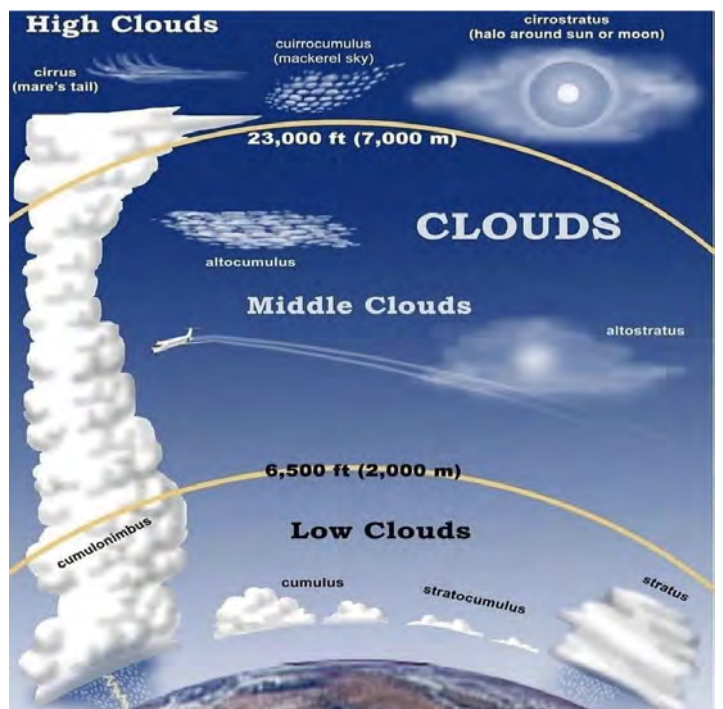


*With the festive season now behind us how relevant is this statement ?*



*The reason I am asking is that I have no problems with the 8 glasses of water but would have a “BIG” problem with the 8 beers.*

*These cloud formations are the reason we are only permitted to fly at 1000 ft to eliminate confusion.*





2023 seemed to be a long year and a lot appeared to happen in and around the field, oh, and in the sky, however, not all model survived the full duration of 2023.

Just a few here that did not stand the test of time and as a result have been retired from any further activities in the sky over SWARMS field.



You can be assured that pre flight checks were all conducted prior to take off, range checks conducted and failsafe setup on the radio. No plane was flying above 400 ft at the time of the incident.

No personal injury, property damage or fires resulted from the mishaps and after a short period of time the pilots returned to normal flying without any long term mental issues. Bring on 2024 in the sky.



*Aviation Quiz.*

**1. The era of aviation began with which type of craft?**

*jet*

hot air balloon

single-engine plane

**2. What is the primary purpose of "air traffic control"?**

to tell pilots how the control stick works

to make sure planes don't get lost over the ocean

to keep planes away from each other

**3. How do pilots know how fast they are traveling?**

calculator

airspeed indicator

tachometer

**4. What's a defining trait of a biplane?**

two sets of wings

two pilots

two sets of wheels

**5. True or false, were the Wright Brothers the first ever to put a heavier-than-air, controlled aircraft into the skies?**

True

false

**6. Where would you find a "control tower"?**

at an airport

in a plane cockpit

on the back of a jet

**7. What's the purpose of a "fighter" aircraft?**

to find enemy troops

to shoot down other aircraft

to blast tanks

**8. What is "general aviation"?**

planes that carry generals to war

all unscheduled, civil flight

commercial flights

**9. What's the purpose of an altimeter?**

to gauge height

to reduce air pressure in the cockpit

to control the autopilot

**10. "Airfoil" refers to which aspect of an aircraft?**

the wings

the electrical system

the brakes

**11. Which force helps planes fly?**

inertia

lift

friction

**12. On which part of a plane would you find the "flaps"?**

cockpit

cargo bay

wings

**13. When did military forces begin using hot air balloons for reconnaissance purposes?**

1500s

1700s

1600s

**14. Which force counters lift?**

viscosity

inertia

drag

**15. True or false, do large airliners contribute to cloud formation?**

True

false

**16. The B-52 is a famous example of which type of aircraft?**

reconnaissance

fighter

bomber

**17. If RPMs are too high, which part of the aircraft is affected?**

wings

flaps

engine

**18. Which term indicates the direction a plane is pointed?**

metaplane

glidescope

heading



With the festive season now behind us maybe we will see a little less congestion on our roads, however, many lost their lives due to road trauma over this period a lot was to do with speed !

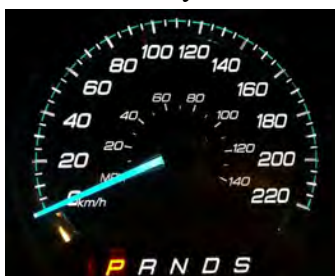
This simple trick prevents the police from ever giving you a speeding ticket again  
 Every year hundreds get caught in police speed controls for driving too fast — with a great many caught by automatic speed cameras.  
 But did you know there's a way to avoid the hefty fines that come along with speeding?  
 Online site, finddetbilligt.dk, has come up with a trick that means you never have to worry about getting caught speeding again!  
 It is absolutely brilliant. Best of all, the method works internationally, in every country in the world.



Here's how to cleverly avoid speeding fines

1. Look closely at the signs on the road that show you the speed limit. The number indicated is the maximum speed you can travel. Whether you're on foot, bike or car.
2. Try to locate your car's speedometer. You normally find it somewhere in front of the driver's seat, on the dashboard. It has an arrow pointing to the number that reflects the car's speed. On newer cars, the speed is sometimes displayed digitally, with numbers.
3. This last point is also the hardest. Adjust your speed according to the number shown on the road sign. The police cannot fine you if you do not drive over this number.

Strangely, there seem to be surprisingly too few who are aware of this simple yet genius trick. And best of all, if you stick to it, you'll never have to pay a speeding fine ever again. Even better — the road will become much safer for everyone!



I am sure that all model RC pilots would sincerely like to show their appreciation to their Mothers, Wives, Partners and Girlfriends for encouraging them to take up RC flying and stick with the sport. It is this type of encouragement and motivation that has enabled the sport to flourish throughout the ages and will continue well into the future.



The old 36 MGHZ radio compound that was located in the pits, for those who are new to RC modelling it was a requirement to place your radio in the compound when you arrived at the field and when you wanted to have a fly it was mandatory to place your frequency key in the board at the front of the compound to ensure no one else used your frequency whilst you were flying. My frequency was 36.040  
 When you landed you removed your key so as another pilot who may have the same frequency could now fly. By inserting the key it would prevent any pilot with a frequency number one higher or lower than yours from jamming the signal. Good old 2.4



**Pilot Profile:**

**Name:** Trevor Wilson

**Occupation:** Between jobs

**Favourite Transmitter:** Spectrum

**Most Expensive crash:**

None of mine are expensive, the most crashed is the humble Bixler.

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

Two years into my retirement.

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

Going Solo.

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

Ron wrestling the radio off me when the plane is heading to Tera Firma.

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

The buzz you get when the plane is not controlling you.

**How tidy is your workshop ?:**

Vert tidy, it is under lock and key

**What is your biggest design failure and why?**

The Dancing wings kit, Extra, it is under modifications at Waller's workshop never to be returned.

*Sadly passed away Sunday 28th January 2024 whilst experiencing an adrenaline rush over the field, it suffered a fractured port wing in flight.*



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

Be loyal

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

The Dodgy Brothers cheap foamy combat, it is aerobatic and easy to fly.

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

To many things to mention, but certainly not pleasant dreams.

**Who has inspired you most in life ?:**

My Parents who try to teach you the best morals early in life.

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

Patience, Persistence and attention to detail.

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

Has it reached it's limits ?

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

My family & friends, Men's Shed activities, bit of fishing and getting back to touristy travelling.

**What makes you angry ?:**

War.

**What makes you happy ?:**

Family, friends, good humour, music and people being respectful to each other.

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

Supporting family members in their time of need.

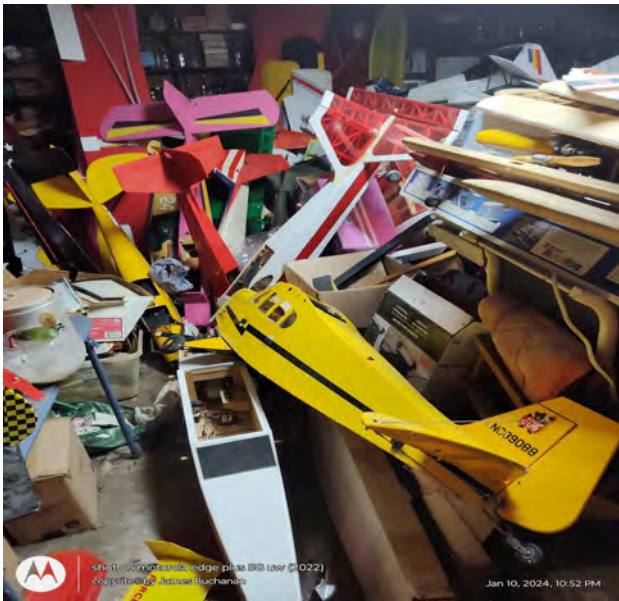
**How would you like to be remembered ?:**

A good friend.





*Trevor's workshop, "NO" that would not be the case. His is under lock and key so he said, maybe this could be why he has it locked.*



*The old pits were a bit congested at the September Funfly back in 2009 but they were fitted out with wall to wall carpet.*



*A young Ian Clapp preparing a glider to do some slope flying off the hills down at Albany in 2012, not too sure what the outcome was hopefully it was an enjoyable day out flying.*



*Pilot briefing September 2009 Funfly in.*



*A much better environment to work in now since the upgrade was completed in time for the 2015 funfly weekend, new pits and concrete floor.*



### Flap Attack

Learning to fly RC airplanes is a step by step process. First you learn one control and then you move on to the next. Before you know it, you've mastered the four basic controls: throttle, elevator, rudder, and ailerons. Once you try your hand at flying a scale subject, you'll be introduced to another set of controls in the form of the flaps. Since most full-size aircraft use them, many scale models include them for true scale flight performance.

If you have never flown a model equipped with flaps, there are a few things you'll need to know. There are right ways and wrong ways to use them and this article should help you understand the fundamentals.

Overall, when flaps are lowered they change the wing's lift and drag characteristics and in so doing, lower the stall speed. By changing the camber of the wing, both lift and drag are increased for a given airspeed.

As a result the speed at which an aircraft can land is affected. If you have never flown with flaps before, don't worry. Flaps add flexibility to your model's flight envelope, and they offer a fun new experience.

### Plain Flaps

Though there are four basic types of flaps: plain, split, Fowler, and slotted, the plain flap is the most common and is simply a hinged portion of the trailing edge. Usually hinged at the top of the control surface, plain flaps deflect in a downward direction. Super Cubs and other sport scale models use plain flaps to keep construction and function simple.

The major advantage of flaps is that they shorten (and steepen) your landing approach by allowing your model to fly more slowly while in a nose-down attitude. Here are some helpful hints.

Deploying flaps may result in the plane pitching up or pitching down. You must use elevator to compensate and keep the plane on the desired flight path. Another characteristic of flaps is that the first half of the flap's deflection results in a greater increase in lift while the second half results in a greater increase in drag.

Flaps also impart a large structural load on the plane's wing, so they should only be used at lower airspeeds. Often, full-size planes will have their airspeed indicators marked for safe flap operating range.

### Flap Facts

Since flaps provide more lift at slower airspeeds, you must be aware that when you retract them in-flight you will lose that additional lift and the plane will want to sink. For this reason, if you must do a go-around, make sure you increase power before retracting the flaps. Failure to do so could place your plane very close to stall speed before you can accelerate to a safe speed. This also applies during takeoffs with flaps. In most cases it is safer to take off with the flaps retracted or deflected no more than about 20 degrees. Larger deflections add more drag and can cause the plane to become airborne at too low of an airspeed.

Flying a scale model with operational flaps is a very rewarding experience. Not only do they look neat, but they also provide the same benefits as the full-size version.

Flaps impart increased loads on the wing and require attention during their installation. Make sure you use enough heavy-duty hinges on each flap and a heavy-duty control horn. There are many ways to actuate the flaps, including torque tubes and bell cranks. For large, fast or heavily-loaded models, the best way is to use a servo for each flap. These planes will also benefit from the flaps being locked in the down position preventing the airstream from blowing the flap back to the up position.

This basically means that the servo arm is directly in line with the flap horn at full deflection and this takes the strain away from the servo. This is accomplished by turning on the radio and selecting full down flaps and choosing a servo horn position that is in line with the horn. Now, retract the flaps and make up the linkage from the servo to the horn.

The amount of flap deflection is determined by the length of the servo arm; for more flap deflection, place the linkage farther out on the arm. The use of ball link connectors will smooth out the control action and help to eliminate binding.

### Flap Deployment

There are several options for transmitter flap actuation methods. The least desirable is to use a two-way switch, which results in only flaps up and full down. This is not very scale-like and can result in large pitch changes when the flaps are abruptly deployed. A three-position switch will allow the use of a half-flaps setting for more scale-like flight. A knob or slider switch is another way to go and allows an infinite number of flap settings. The only drawback here however is that it is somewhat difficult to tell how much flap deflection you are selecting.



*Don't let the truth get in way of good story.*

A Harley dude is strolling through the Taronga Park Zoo, Sydney, when he sees a little girl leaning into the Lions' cage.

Suddenly, a Lion pounces at the fence and grabs her by the cuff of her jacket and tries to pull her inside, under the eyes of her screaming parents.

The biker runs to the cage and hits the Lion square on the nose with a powerful punch. Whimpering from the pain, the Lion jumps back, letting go of the girl and the biker brings her to her terrified parents who thank him endlessly.

A TV team by chance recorded the entire event. The reporter has also watched the whole event.

The reporter, addressing the biker says, 'Mate, that was the most gallant and brave thing I've seen a man do in my whole life.'

The Harley rider replies It was nothing, really. The Lion was behind bars. I just saw this little kid in danger and acted.'

The reporter says, 'Well, I'll make sure this won't go unnoticed. I'm a journalist and tonight's News will run this story at the top of the program. So, what do you do for a living and what political affiliation do you have?'

The biker replied, 'I'm an SAS soldier just returned from Afghanistan and a Liberal party supporter.' The journalist makes a few notes and leaves. That evening the biker sits down to watch the news report of his actions, and sees first thing on the news:

***SAS SOLDIER ASSAULTS AFRICAN IMMIGRANT AND STEALS HIS LUNCH.***

Pretty much sums up the media's approach these days.

Ain't that the truth?

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*Dad: What has 4 legs and isn't alive?*

*Me: You can't fool me dad! Its a chair!*

*Dad: Not this time son. Get a shovel, the dog's dead*

*Driving past a cemetery:*

*Dad: "did you know that all the people who live around here aren't allowed to be buried in that cemetery?"*

*Me: "really? why not?"*

*Dad: "because they're not dead yet."*

***When growing up with two other brothers and when things got a bit heated Mum would say, Oh, it's just a storm in a tea cup. Now I know what she was on a bout, not that it solved the problem, here is a perfect example.***



I recently completed the build of this Arrow Biplane kit which had been attempted by two previous modelers with little success, the top wing had an extensive bow in it straight off the building board and the bottom wing had a twist in the port wing.

It was about to be placed in the bin but that is something you never do with a model, so with a lot of water and clamps both wings were straightened without too much of a problem. Covering completed and fitted an ASP 61 two stoke motor and it hit the airwaves for a successful maiden. The undercarriage was a bit dicey so on it's first landing the bolt pulled out through the thin ply but with a few modifications it is all fixed ready to go skywards again.





Attached is the field layout that was submitted to CASA along with the documentation for the reaccreditation for our 1000ft ceiling height approval. Once this has been accepted and approved the instrument will be valid for a further 5 years



A laminated copy of the field layout will be placed in the pits visible to all members and visitors, everyone will need to be familiar with the location of the various sections of the facilities to ensure that we all comply with the procedures relating to the changes that were required.

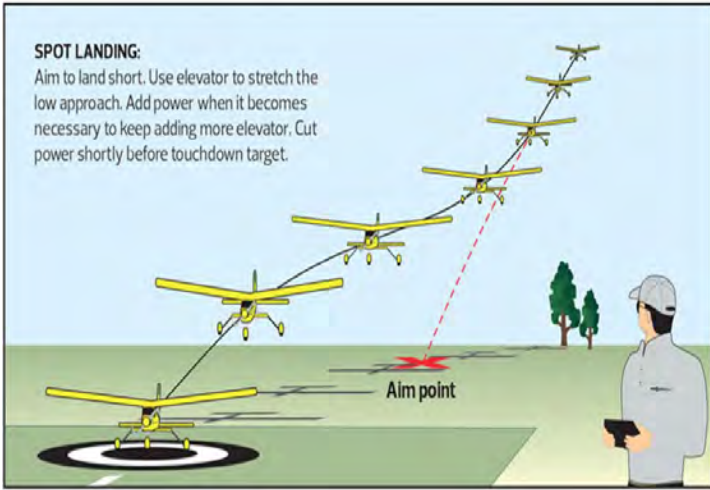
*Upgrading the pit floor surface 2009, once levelling completed bowling green carpet was installed*



*First sections of carpet in place. Concrete surface has certainly saved a lot of work since it was installed in 2015.*







The combination of a good lineup and a lower approach to the runway is what makes it easy to judge when to reduce the power to touch down at the front end of the runway as the plane doesn't have far to go before it's on the ground.

Side note: A lower pattern enables a tighter pattern to be flown, so the entire landing sequence typically takes less than half a minute. Thus, a pro wouldn't bother to re-trim the plane for such a short event but, rather, would control the descent rate throughout the landing setup with the elevator.

Some pilots, however, prefer to put in some up-elevator trim after reducing the throttle on the downwind to maintain the gradual descent with less effort. Those who fly lengthier patterns might wish to experiment with that option.

Now it gets interesting. To touch down at the very front of the runway at the slowest possible safe airspeed, you should aim to reduce the power and control the descent as if you were trying to land 100 to 200 feet short of the end of the runway. When the airplane arrives within several feet of the ground, short of the runway, pull slightly more elevator to shallow/extend the approach.

As a result of the reduced power setting and shallowing the approach, the airplane will bleed off airspeed. There is a risk, of course, of getting too slow and stalling before reaching the runway. So, it's important to review how to recognize when an airplane is getting too slow.

Because ground speed varies with different winds and throttle settings, you won't be able to judge the stall speed merely by looking at the plane. When flying into a strong headwind, for example, a plane might have plenty of flying speed and yet look too slow, prompting a pilot to unnecessarily add more power and subsequently struggle to get the plane down.

Or it's quite common for pilots to stall during landing and blame the crash on something other than a stall because in their view the plane "had plenty of speed" when, in fact, they were landing downwind.

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*Now here is something different, you would have to be really focused to ensure you did not perceive it to be going the wrong way in flight with this wing configuration setup.*



It was good to get this Cessna 182 back in the air today, it was fitted with a Sato 160 four stroke which I removed and fitted a DLE 20cc and it now works well.

It was a kit model constructed in 2003 and still fly great.



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

