



Propwash

April 2025

From the President



Dear Members

Fresh off a weekend that was the Scale Rally. When I arrived at the field on Friday lunch time it was picture perfect. Well done to those that helped out and cowboy for his efforts.

There were a few of us there camping and we were able to fly in the afternoon as the sun set. Saturday started off calm in the morning but then the wind picked up a little but that did not last long. It was fantastic flying for the rest of the day.

Even with the wind up a little that night Shane reckoned that he would be able to fly his Draco as it had plenty of lights, of course it flew but not without a few tricky moments.

About 2 am Sunday morning saw the camping residents woken as there was a fire across from the field. We watched as plenty of fire trucks turned up and all trundled off back to their beds.

Unfortunately Sunday saw the Easterly settle in early and not abate. Although there was some flying it was not too comfortable. On looking around there were plenty of planes in attendance which was pleasing to see.

If you have been keeping an eye on your emails you would have noticed there are a few events coming up around the fields. A good one to attend is the KAMS Warbirds event held up at Oldbury.

This is a great event with plenty of great scale planes present and generally flying.

ANZAC Day fly in will of course be on the calendar so bring along an warbird for the day.

Early in May, 3-4th, Westjets have asked to hold a jet event at our field which is great. To my knowledge this will be both turbine and EDF so should be great flying with hopefully the wind gods helping.

So please keep enjoying yourselves out there and take care.

Cheers
Bill Darnell

The field and facilities looked good for the Scale flyin both from the ground and from the air this taken from Bill's drone.



The models present on Sunday set out in the morning sun for a drone shot, too windy to fly them.



From the Editor



Not only did we have a good weekend at the Scale funfly we also had some unscheduled night flying in the early hours of Sunday morning, however, the only flying at that time of the morning were embers from a bush fire that started on the western perimeter of the field.



Those camping at the field were woken and it appeared it was hard to wake some, and they watched the excitement unfold as the night rolled on.



It was revealed that four spot fire had been deliberately lit along Railway Road creating a lot of work for the volunteer firefighter throughout the night and all day Sunday, the strong bluster winds did not help their cause during Sunday.

For those heading to the field on Sunday morning they were met with road closures on both sides of the Vickery road access to the event making it difficult to gain access. A bit of convincing sweet talking to those at the road block did enabled access through.



Thank you Shane for disrupting your sleep to get these action shots of the evenings event

The fire water bombers were working low over the field on Sunday combating the fire ground in an effort to extinguish the fire. I did question at one stage if these were scale models as on Sunday the event rule was for scale models only to be flown at the field.

The club has run a traditional Anzac Day breakfast over the past year and arrangements are underway for that to occur again this year, so Friday 25th April is a date to remember. It is then open to fly any war bird plane after the breakfast, so a big opportunity to get the dust of those war birds and come and enjoy the day out in the sky.

A big thank you to the sponsors of the Scale weekend:

LGM Industries.

ACE Hobbies.

EPHIL Motors.

Their contribution towards the event was greatly appreciated by the SWARMS club and those who attended the weekends Scale event.

With all the new model cars available on the market today and with the emphasis being placed on fuel economy and Electric vehicles .

I have found that the most expensive vehicle to drive in 2025 is a shopping trolley.



The Scale flyin weekend has been listed as a success apart from the weather with very strong persistent wind gusts on the Sunday which was the allocated day for the Scale flying.

The weekend commenced with some keen pilots arriving on the Friday and setting up camp for the weekends activities.



I did not get to the Saturday flying session but believe the weather was quite mild for flying during the afternoon and many aircraft graced the sky's during the session.

A busy Bee was conducted Sunday prior to the event and the field and facilities were looking good.



As the sun set over the pits to the west on Friday evening all was looking well for a good weekend.



Some of the planes had snuggled into the corner of the pits for a good nights sleep.



This is what these events are all about, it would be safe to say that many a story would have been shared here in "Old Farts Corner" over the two days of the weekend. It is a shame that I could not print some of them.



This group of models assembled on the Sunday morning is an indication of the variety that were present over the weekend, it was unfortunate that some were damaged during this photo shoot as the strong wings cartwheeled a couple out of the formation they were set up in.

*This was one of those early "Oop's" moments when the profile of the plane is changed in a matter of seconds. Score, ground **one plane zero**.*



This Pitts Special owned by Ian Humphryson dwarfed all the other model at the field and in some cases it was a real extreme when making comparisons with some of the smaller models present.



A vision of some of the models that were present over the weekend.



The Tiger Moth's were well represented on the day.



The mean machine !



The rear end.



The Spitfire never fails to impress as a scale model, there are a variety of Spitfire models available and they all have the same impact.

This one was on display over the weekend and I believe was for sale not sure if it was sold but if you are interested we may be able to track down the owner.



Light travels faster than sound.

This is why some people seem bright until you hear them speak

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Politicians and diapers must be changed often, and for the same reason.

The pits under a sunny morning sky, shame you can't feel the strength of the wind here.



Bill's fleet on display.



The knowledge sharing at these events can be very beneficial to modellers, discussing problems experienced with gear and model setup, types of particular models on display at the event and its flight characteristics.

After gathering all this information the most common comment is, *I must get one of those.*

All those present on the Sunday really appreciated the Burger donation from V&V Walsh, they not only donated the Burgers they sent along their personal chef to cook for us.



The conversation ceased when the Burgers were cooked as the mouths were used to devour the meal and not talk.



At the completion of the weekends event and after everyone had devoured their burgers Bill thanked all for their participation and the Sponsors for their contribution to the Scale event and the raffle was then drawn. It had been enjoyable apart for the blustery wind condition on the Sunday, however, we have no control over the weather so have to make the best of what we have on the day.



Hooray !! It was a great weekends event.



My wallet if I was not involved in Radio Control model plane activities.



The Bede (BD) 10 powered by a single GE J-85 engine. Only five examples of these were built; three of these crashed, and the remaining two examples are unflyable. No reports on the condition of the test pilots, did they run out of these ?



Fact of life

Four boys were having a beer and the conversation became pretty solemn.

One of them said, "One of us will see all the funeral, one of us will see none and one of us will have none of us at theirs"



Here's something to think about: How come you never see a headline like 'Psychic Wins Lottery'?

There are three kinds of men. The one that learns by reading. The few who learn by observation. The rest of them have to pee on the electric fence for themselves.



This is what flying was like in the 1930s. Seats made of wicker and windows that could be opened to feel the fresh air as you flew.

Seatbelts? None whatsoever, they didn't exist back then. Planes flew much lower than they do today, cruising at altitudes between 900 and 1,500 meters, while nowadays it's between 9,000 and 12,000 meters.

There was no pressure. Speed was another crucial factor. In the 1930s, the cruising speed of commercial planes was around 240 to 300 km/h, due to the technological limitations of the time to propel the aircraft.



Facebook just sounds like a drag, in my day seeing pictures of peoples vacations was considered a punishment

Two little boys were at a wedding, one leaned over to the other and said "how many wives can a man have" ?

His friend replied 16.

Four better, four worse, four richer, for poorer.

An air traffic control tower suddenly lost communication with a small twin-engine aircraft. A moment later the tower landline rang and was answered by one of the employees.

The passenger riding with the pilot who lost communication was on a cellular phone. He yelled, "Mayday Mayday Mayday! The pilot had an instant and fatal heart attack. I grabbed his cell phone out of his pocket and he had told me before we took off he had the tower on his speed dial memory. I am flying upside down at 18,000 feet and traveling at 180 mph. Mayday Mayday Mayday!"

The employee in the tower immediately put him on speaker phone and said, "Calm down, we acknowledge you and we'll guide you down after a few questions. The first thing is not to panic. Remain calm!"

He began his series of questions:

Tower: "How do you know you are traveling at 18,000 feet?"

Aircraft: "I can see that it reads 18,000 feet on the altimeter dial in front of me."

Tower: "Okay, that's good, remain calm. How do you know you're traveling at 180 mph?"

Aircraft: "I can see that it reads 180 mph on the air-speed dial in front of me...."

Tower: "Okay, this is great so far, but it's heavily overcast. So how do you know you're flying upside down?"

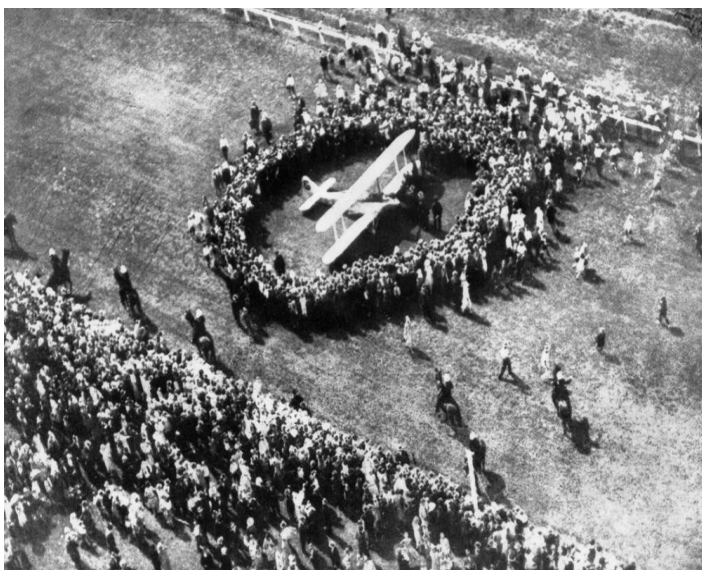
Aircraft: "The pee from my pants is running out of my shirt collar."



On this day 21st February 97 years ago, Bert Hinkler made history by touching down in Darwin, becoming the first person to fly solo from England to Australia.

The flight wasn't without its complications – in South East Asia Bert was held up by wild weather, and over the Middle East fuel started leaking from the plane.

But shortly before 6pm on 22 February 1928 the Queenslander arrived safely after flying 18,000 kilometres in just 15 days - an incredible achievement that captured the world's imagination and marked a turning point in aviation history.



With the numbers in the Police Force dwindling this is being trialled in Metropolitan areas.



Four student pilots decided to go out the night before their final theory exam. They drank too much, got home late, don't hear their alarms going off and completely miss the exam.

The students go to their Flight Instructor, explaining this elaborate story that they were on their way to the final exam but the car they were travelling in got a flat tyre.

They beg their Flight Instructor to be allowed to resit the exam. After hearing their pleas and giving them careful consideration, their Flight Instructor agrees.

The day of the make up exam arrives. All four of the students arrive on time. They are prepared for the exam.

The professor looks at the students, looks at his watch, and then says, "You may begin the test."

The four students open their final exam booklet, but to their surprise, there is only one question:

"Which tyre was flat?"



The Tiger Moth at the end of the arrow displayed in the Aviation Heritage Museum in Bull Creek was built by Roger Veen who was a member of the SWARMS club for many years before passing away, when he did pass on I arranged to have two of his planes, this Tiger Moth and a DC 3 placed on display in the museum. Both of the planes are on display for all to see.



With the price of fuel continually rising this could well be another option available to consider for mowing the field.

**Riding lawnmower 4 Wheel drive
\$300.00 cash.**



Kevin, this could make the job of mowing a bit more enjoyable for you.

Now that's a mower!



Kevin Burns takes his flying to extremes, no, not just when he takes off but also in what he fly's. From this big Bi Plane fitted with a twin 101 motor



To this miniature powered vintage model fitted with a Cox 0.01 motor which does perform well under the circumstances.



The size of the motor leaves a lot to be desired but when fired up it has a very high pitched sound.



This is not showing that Kevin has a dirty thumb-nail it is to show the size of the motor in some perspective.



Irish Philosophy.

There are two things to worry about either you are well or you are sick.

If you are well,

There is nothing to worry about.

If you are sick,

There are two things to worry about, either you will get well or you will die.

If you get well'

There is nothing to worry about.

If you die,

There are two things to worry about, either you will go to Heaven or you will go to Hell.

If you go to Heaven,

There is nothing to worry about.

But if you go to Hell,

You'll be so damn busy shaking hands with all your friends. You won't have time to WORRY !!

SO WHY WORRY.

Check, Check and double Check prior to flying.

The ditching of a twin-engine Cessna 53 km off the coast of Queensland after one of its engines failed was inevitable due to the weight of the aircraft and the failed engine's propeller not being able to be feathered, an ATSB investigation report details.

The twin piston-engine Cessna 421C, with two pilots on board, had departed Sunshine Coast Airport on the first leg of a transpacific ferry flight to the United States early on the morning of 10 November 2023.

The aircraft had been fitted with additional fuel tanks to extend its endurance, including a large (1,134 litre) bladder tank in the main cabin, and a smaller (132 litre) tank in the nose locker. A special permit had been issued to allow the aircraft to conduct the ferry flight exceeding its certified maximum take-off weight.

When about 250 km offshore and climbing through 12,000 ft the pilots heard a muffled bang as the left engine failed. Oil was observed streaming from the engine and a large bulge had developed in the cowling.

Due to the nature of the engine failure the propeller would not fully feather, meaning it windmilled, creating excessive drag.

After turning back, the pilots identified that the aircraft could not maintain altitude and they calculated based on their rate of descent that they would be unable to reach the Sunshine Coast.

"The drag from the propeller combined with the weight of the fuel onboard meant a ditching was unavoidable as the aircraft was unable to maintain altitude on one engine," explained ATSB Director Transport Safety Dr Stuart Godley.

The pilots notified air traffic control of their intention to ditch, with ATC in turn alerting the Joint Rescue Coordination Centre (operated by the Australian Maritime Safety Agency), which immediately began coordinating a search and rescue response.

"The pilots' chances of surviving the ditching were enhanced by their early liaison with air traffic control and their preparation of the aircraft during its descent," Dr Godley noted.

The aircraft was ditched in the open ocean about 53 km off the coast, with the pilots configuring the aircraft to avoid a nose down attitude on touchdown and allowing their airspeed to slow before the aircraft contacted the water.

"The pilots reported the aircraft initially skimmed the crest of a wave before it rapidly decelerated when the nose pitched into the water," Dr Godley said.

The pilots deployed a life raft from the rear cabin before exiting the aircraft. The first of two inbound rescue helicopters arrived overhead shortly after, and winched them to safety. The aircraft sank and was not recovered.

"Impact forces during the ditching were minimised by the pilots ensuring the descent and airspeeds were managed prior to their contact with the water."

The investigation also found that the pilots did not hold the required licence ratings and approvals to conduct the flight, and that the aircraft was not compliant with the special ferry flight permit conditions.

"However, while these factors did remove important safety defences, they did not contribute to the engine failure and the need to conduct the ditching," Dr Godley noted.

"Nonetheless, operating outside of aviation regulations removes built-in safety defences, increasing the likelihood that undetected problems can emerge

**BREAKING****NEWS BRIEF**

SOMEONE CUT A HOLE IN THE FENCE AT THE LOCAL NUDIST COLONY. POLICE ARE LOOKING INTO IT.

Flight incident close to home.

Regional operator Skippers Aviation has taken safety action after a Fairchild Metro 23 twin-turboprop airliner descended below the lowest safe altitude while its crew responded to smoke in the cockpit and a wing overheat indication on a passenger flight from Perth last year.

The serious incident occurred on 15 August 2024, during a flight from Perth to Bronzewing Airport, Western Australia, with 12 passengers and 2 flight crew on board.

Climbing after take-off, the crew observed hot air and smoke from the flight deck air vents. The smoke increased, and the crew initiated the 'smoke in aircraft' checklist.

"Required items on the checklist were not completed," Australian Transport Safety Bureau Director Stuart Macleod said.

"Specifically, the first officer did not don an oxygen mask due to difficulty with its usage, and the left bleed air system was not switched off."

The ATSB's final report into the incident notes the hot air and smoke was the result of a failure within the left air cycle machine prior to departure.

The crew commenced preparations for a return to Perth, but with the left bleed air system remaining on, smoke continued to enter the cabin. The left wing overheat light later illuminated, so the crew actioned the 'wheel well and wing overheat' checklist.

While actioning this second checklist, the crew did turn the left bleed air system off, and smoke ingress into the cabin ceased, however, the crew did not complete the required action of extending the landing gear," Mr Macleod observed.

"This missed checklist item potentially increased risk, had the wing overheat indication been associated with a brake fire or wheel well overheat issue."

During the return to Perth, the aircraft deviated both above and below the altitude assigned by air traffic control, including a descent to 639 ft below the lowest safe altitude.

"The ATSB determined the high workload associated with responding to the smoke and wing overheat indication adversely affected the flight crew's performance," Mr Macleod said. "This resulted in errors in flight path adherence, checklist completion and decision making."

The aircraft landed back in Perth without further incident.

Following the occurrence, Skippers Aviation conducted a refresher training course for flight crew on emergency response briefings and a theory examination for flight crew on bleed air, pneumatics, pressurisation and fire warning systems.

Practical training sessions were also held for flight crew on revised emergency procedures and the use of the crew oxygen system.

Skippers also changed its Metro 23 flight crew training program to include a revised Line Oriented Flight Training program, including more comprehensive oxygen system training and a presentation on the Metro 23's oxygen system.

"This occurrence highlights the importance of careful and methodical checklist completion, particularly during periods of high workload," Mr Macleod summarised.

"It also emphasises the importance of flight crew being familiar with onboard emergency equipment, and how to use it."

While not contributing to the occurrence, the ATSB also identified the air traffic controller did not identify or correct a readback error by the first officer during the return to Perth.

Additionally, later when the aircraft first descended below the lowest safe altitude, the crew were advised of the deviation by air traffic control, but the required 'safety alert' was not issued.



When I die, I want to die like my grandfather who died peacefully in his sleep. Not screaming like all the passengers in his car.

To argue with a person who has renounced the use of reason is like administering medicine to the dead.

The Red Arrows put on a stunning air display recently, it was a great spectacle for the onlookers, however, not sure how beneficial it was to the environment with all their smoke on effect passes.



Great tight flyby with precision formation.



Certainly no room for error here in this procedure everyone has to be on the ball with full concentration.



*Hard facts !
Nothing starts with N and ends with G.

*I wondered why the plane was getting bigger.
Then it hit me.

*Before you judge a man, walk a mile in his shoes.
After that who cares he is a mile a away and you
have got his shoes.

*When I was a boy I was told that anyone could be-
come a Prime Minister. I'm beginning to believe it.*



*Catch you when we fly into the next edition in
2025. Happy Flying, regards Ron.*

