



Propwash

July 2025

From the President



Presidents Report 2024/25

I would like to personally thank all the committee members for their support throughout the past year. It has not all been plain sailing but as team I feel we have the club in a great position going forward. Thank you for volunteering and giving up your time for the enrichment of the club.

Well another flying year is in the bag and our focus is surely of what lays ahead, but before we go to that let us look back on the year that was at SWARMS. The flying year didn't start off all that great with the resignation of our treasurer after only a couple of months. The gap was quickly filled, and a big thank you from all of us, Trevor Wilson. Once again he has done an outstanding job for SWARMS.

On the improvements to the field a trench was dug from the pits to the machinery shed in which a water pipe, for the future rainwater tank, and electrical conduit and cabling for power to the shed and lighting in the pits was run. Eddie and Trevor, and an associated few did wonders with improvements to the canteen and big thank you for those for spending the time and effort for the club. It is certainly looking far better and also now has a hot water system to make things so much easier especially on event days.

There was a call to arms, commonly known as a busy bee, in June that saw a good turnout of helpers to top Dress the edges of the runways. Made a lot of difference for the events that followed. This is the kind of member support that clubs can't function without so thanks also to those that helped then.

September saw our first club event for the flying year, the Funfly. Near perfect weather saw a successful event. The lamb strips sluvarky I am lead to believe were a smash. Night flying as always down here is a hit and enjoyed by those that were able to stay and watch or participate. There were plenty of models being flown over the weekend and all those that attended enjoyed themselves with many reckoning "They'll be back".

More improvements at the field being guttering and a water tank were installed at the pits and connected to the pipe that had already been installed in the trench. More fresh water for the canteen. An AED unit was donated to the club by Ian Humphryson and installed in the pits area for ease of access in an emergency. Ron gave those around at the meeting a run down on the operation of the unit. A shower with its own hot water system was installed behind the machinery shed and those that have camped out from Perth on the odd weekend and used it are grateful for it.

November saw the EDF Day/Weekend come and go. It was a great weekend with visitors from Perth and DAMS. Hobbytech once again came to the fore with a great prize (L39 Albatross) for the Raffle. The field was in excellent condition and those that attended enjoyed a really good weekend of flying. March ushered in a new event for us, the scale rally, which hopefully becomes a fixture for our club.

Conditions were pretty good all day and into the night. There was a little bit of night flying then off to bed. About 2:00 am in the morning we were, most of us, woken from our slumber as somebody had lit up the roadside opposite the field.

There were a lot of fire fighters on the job quickly. The next day saw us dodging water bombers for most of the morning. Sunday unfortunately the wind had picked up and made it a bit more challenging for us. Overall a great weekend for the club again. This event had great sponsors LGM Industries, ACE Hobbies, EPHIL Engines and V&V Walsh for the burgers. An awesome effort and thank you to those sponsors.

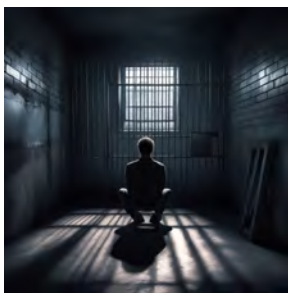
Westjets held a fly in at the field 31 May/01 June. Once again cowboy had the field looking a treat and the pilots agreed that the runoffs were perfect for landing on or running onto. There was a fairly good turnout and I even had a maiden of my first turbine. Didn't end well as I was so excited I forgot the time and ran out of fuel. Good news though the plane is all good to go again and so is my timer.

If that sounds like it was a busy year it actually was. It couldn't have happened without the efforts of members and the committee. We are fast becoming the envy of other clubs with our facilities and field, a tribute to you all. As we head in to a new chapter, after this meeting, it is looking pretty good for the club called SWARMS.

One of the most encouraging signs for the club is the addition of several young members to the club's fold. Great to see them enjoying themselves and even better seeing other club members giving them advice and encouragement. To all keep up the good work and please enjoy the hobby of flying as after all that is what we are truly at the club for. Thank you for your support over the past year and look forward to seeing you all well into the future.

Regards
Bill Darnell

*If I go to jail my wife will get me out.
She never lets me finish a sentence*



Seagull model factory Vietnam

It would appear that it will be fine if you take your model to it's limits in the sky and it all fails as this update from Seagull Models indicated there will be a replacement model in a Hobby Shop near you very shortly.

The production line in full swing.



There appears to be no shortage of balsa products in Vietnam



From the Editor



As the sun goes down on June each year it has normally brought along the club AGM and the requirement to announce all positions on the committee vacant, this has been the norm but this year it is different having been advised after 30 odd year doing this we were advised the AGM must be held after the 30th June so this year to comply with this requirement it was a July AGM.

The meeting was convened on 13th July with a couple of new faces taking up positions on the committee for the 2025/26 year.

This did not bring any of the publicity or nominees canvassing for votes as we seen in the recent Federal election.

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

As there were no hard fought election battles for committee positions it has been decided via the nomination process that the committee for the 2025/26 flying year resulted in the following members being elected for the pursuing year.:

- President:** Bill Darnell
- Vice President:** Stephen Green
- Secretary:** Ron Waller
- Treasurer:** Trevor Wilson
- Canteen Manager:** Vacant
- Maintenance coordinator:** Kevin Burns
- Safety Officer:** Troy Lucy
Eddie Meester
- Propwash Editor:** Ron Waller
- Committee member:** Ian Clapp

I trust that all members are looking forward to another prosperous years flying ahead, with the major large project behind us now it will be good to settle into some intense flying over the next 12 months

Some Westjets members visited the field over the June long weekend to enjoy some relaxed flying and the weather was kind to us, full report enclosed within this edition.

Friendly Reminder to members.

Concern has been raised at a committee meeting about some members not complying with the club Bylaws whilst attending the field for a flying session. These Bylaws have been put in place to protect members / visitors from injury from the identified hazards that have the potential to cause injury.

These Bylaws will only be effective if members comply with them,

Please ensure you are aware of what is required to fly safely and don't put your self or other members at risk whilst you are enjoying your flying activities at the field.

These actions of non conformance cannot be accepted and compliance will be monitored for the safety benefits of all concerned.

Couple of reports of real plane incidents included in this publication that show there in no place for complacency when flying or trying to fly real aircrafts.

Whilst every effort is made to keep you advised of current happenings in the Propwash and to keep members up todate with what has been happening in and around the club some events / Incidents / photos may slip through.

If you have a new model build or setup in progress and want to make it known and share with members then please email me with the information for inclusion in the next publication.

If you have any pictures for inclusion in any edition just email them to me with a quick note and I will write up something to go with them for publishing.

Your contribution to your newsletter could make it more interesting for members to read.

ronwaller@bigpond.com

The June long weekend saw a number of members of Westjets attend the field for a social flying visit. The weather forecast for the weekend was far from impressive, however, it proved to be wrong and it was a pleasant weekend.

There was a variety of models both in attendance and in the sky over the two days and those who participated enjoyed the experience at the field. The emphasis was placed on turbine jets, but it was agreed that it was clear to fly any type of model or power source over the two days.

It was time to fuel this model up and get it into the sky for a few circuits it was very stable when overhead and flew like it was on rails, or was that the skill of the pilot ?



Local member Keith Huckle was amongst those enjoying the experience with his EDF model which performed very well out there amongst the turbines.



On Sunday morning the crowd started to settle in to see the days activities in the sky, or were these two just finding a bit of warmth in the morning sun.

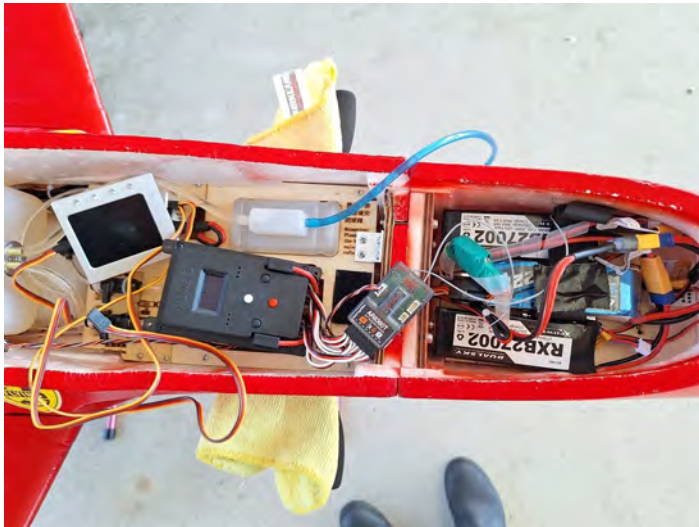


Bill's Super Viper did not play the game at all over the weekend, new off the assembly line after a repair and he was experiencing technical issue but it did look impressive as a static model.

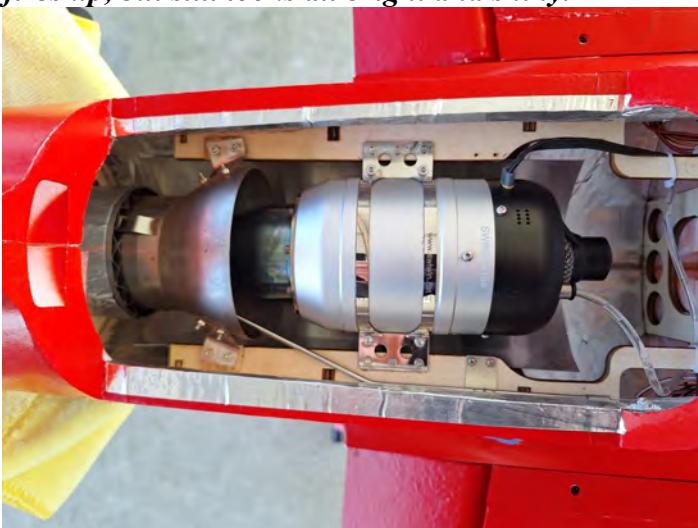
The only real bonus is that it is still good and when the issues are sorted it is all ok for the next flight.



Somewhere amongst this lot is the problem, believed to be a module failure of some sort.



This is what is meant to make it go fast when it fires up, but still looks all bright and shiny.



This turbine powered glider certainly gets up to an impressive speed as it scoots around the sky.



This foam electric Trojan handled the condition well and was subjected to several flights over the two days.



These foam EDF jets are impressive, they are easy to maintain very lively in the sky and most minor damage can be rectified in a very short period of time and they are back in the sky again.



The Lizard owned and flown by Ian Bain is a regular at these events and never fails to impress with it's speed and aerial manoeuvres both at high speed and low speed.



Local member Ian Clapp spent the week getting the dust off this model and gave it some time in the sky.



As the morning warmed up these model enthusiasts moved out into the sun to closely observe the action in the sky.



Bill flew his ever reliable Trojan and did put on an impressive display of slow low flying, the crowd was very impressed with one particular touch and go where he made contact with the runway during a fly by without the wheel down. A loud nose could be heard throughout the pits but no damage sustained.



The models at the field over the weekend came in all shapes and sized, electric and turbine models.



It was good to see some visiting families attending to enjoy the nice weather and the action in the sky.



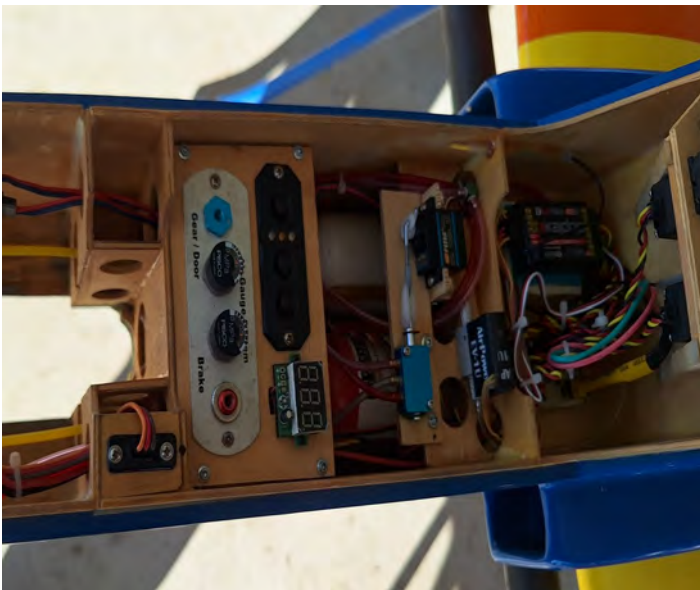
I know that bill had this model at the field over the weekend but I did not witness it flying so not sure if it went skywards and returned safely on the ground.



I would say that some of the flying over the weekend almost exceeded this speed with many low fast flybys down the runway.



Some of the on board technology required to get these turbines fired up and flying.



Couple of familiar faces Shane Ballingall and Ian Bain who are regular visitor to flyin's at the field

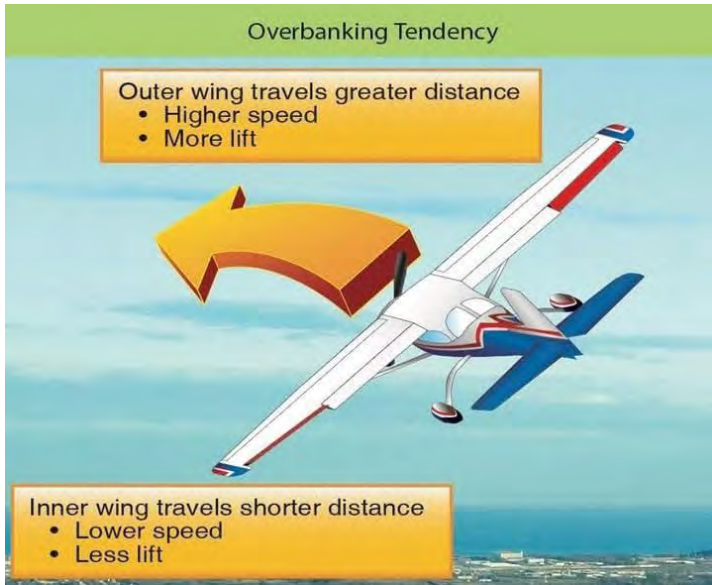
Nice scale model that performed well in the conditions over the weekend.



Overbanking Tendency

The outside wing travels at a faster airspeed than the inside wing and, as a result, it develops more lift. This creates an overbanking tendency that needs to be controlled by the use of opposite aileron when the desired bank angle is reached.

Because the outboard wing is developing more lift, it also produces more drag. The drag causes a slight slip during steep turns that should be corrected by use of the rudder.



Maybe advisable not to fly over Indians if they are on the warpath and have their bows and arrows pointed skywards.



With the winter months upon us something to keep in mind:

*Oh Wellies they are wonderful,
Oh Wellies they are swell,
Cause they keep out the water,
And they keep in the smell !!*

A flight attendant for a major airline watched one day as a passenger, overloaded with bags, tried to stuff his belongings into the overhead locker.

Finally, she informed him that he would have to checkin the over-sized luggage.

“When I fly other airlines,” he said irritably, “I don’t have this problem.”

The flight attendant smiled politely and answered: “When you fly other airlines, I don’t have this problem either.”

“THERE’S NO IDESPENSABLE MAN “

*Sometime, when your feeling important
Sometime, when your ego’s in bloom
Sometime, when your taken for granted,
You’re the best qualified in the room,
Sometime, when you feel that your going
Would leave an unfillable hole,
Just follow this simple instruction
And see how it humbles your soul.*

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

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

*The moral of this quaint example
Is to do the best that you can.
Be proud of your self but remember
There’s no indispensable man !!*



Quick method for checking the tuning on your Nitro motor.



The pinch tube method helps you quickly assess whether your glow engine is running rich (too much fuel) or lean (not enough fuel).

Procedure:

Full Throttle: Ensure the engine is running at full throttle.

Pinch the Fuel Line: Briefly pinch the fuel line that connects the carburetor to the high-speed needle valve

Observe Engine Reaction:

Rich Mixture: If the engine's RPMs increase slightly before sagging, it indicates a rich mixture, and you need to lean it out.

Lean Mixture: If the engine's RPMs immediately decrease, it indicates a lean mixture, and you need to enrich it.

High-Speed Needle Valve Adjustment:

The high-speed needle valve controls the fuel flow at high engine speeds, so it's crucial for tuning.

Lean: To lean the engine, turn the high-speed needle valve in (towards the engine).

Rich: To enrich the engine, turn the high-speed needle valve out (away from the engine).

Important Considerations:

Always Err on the Side of Rich: Running slightly rich is better for engine longevity and reliability than running lean, which can lead to overheating and damage.

Fuel Tank Emptying: As the fuel tank empties during flight, the engine will tend to lean out, so you may need to adjust the high-speed needle valve to compensate.

Break-in: During the break-in period, it's recommended to start the engine with the high-speed needle valve fully open to ensure adequate lubrication and cooling.

Honestly some folk will take offence at anything these days, I met a bloke at the bus stop this morning who had no legs, all I asked was.

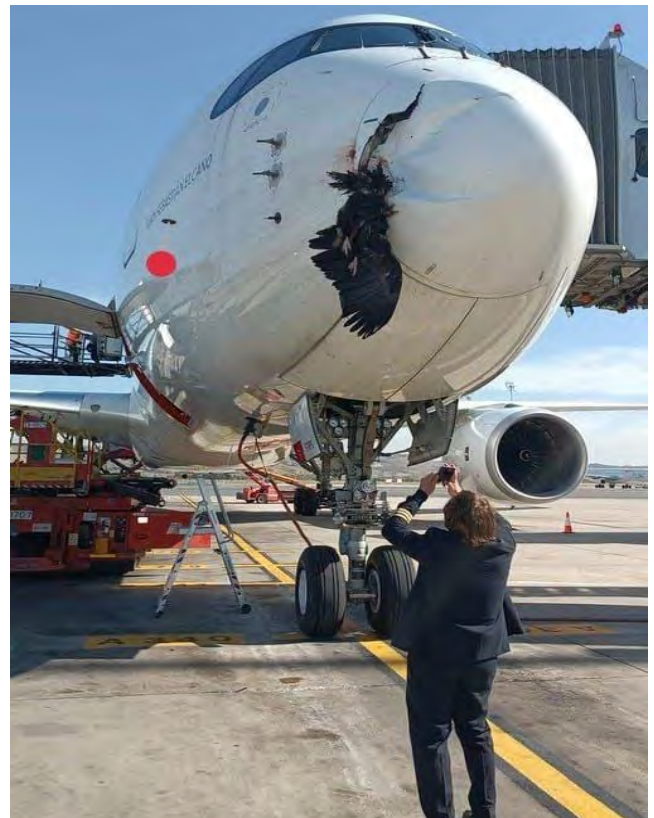
“How are you getting on ?”

Maybe this is another way to ensure that the field is mowed if and when the rain sets in

This yard is getting mowed one way or the other



After a detailed investigation into this air incident the investigation team were convinced that it was definitely a bird strike on approach.



We all have the power to change at least one thing every day.

Please make sure it is your underwear.

Cross Wind Take-off's

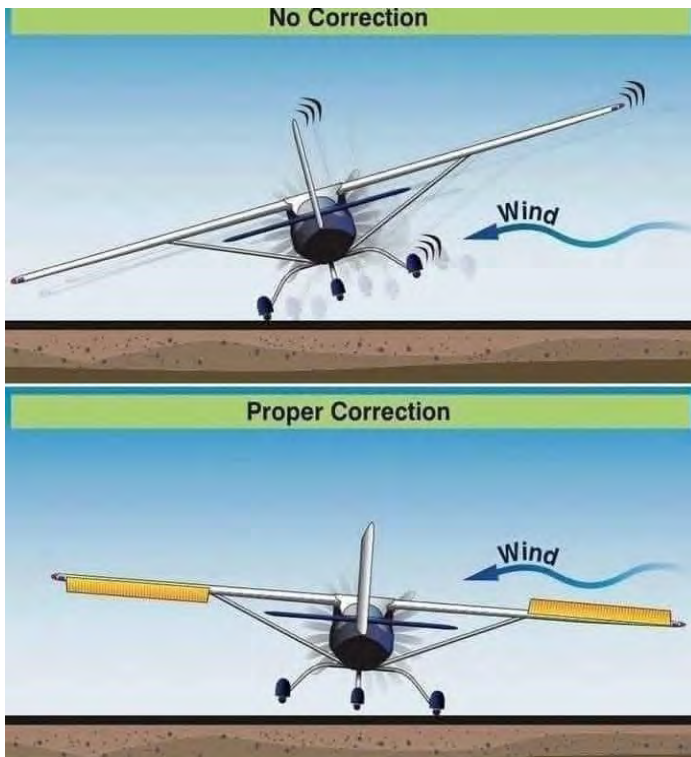
Many RC pilots see take-off's as straightforward:

However, the true art of a good takeoff lies in the details—holding the centre line precisely, maintaining alignment, and managing directional control until it's time to turn crosswind.

This becomes even more critical when the winds aren't aligned with the runway. Let's explore the nuances of a crosswind takeoff, where mastering these finer points can make all the difference in both performance and safety.

The procedure for a crosswind takeoff begins similarly to a standard takeoff but requires some additional technique. The pilot applies aileron pressure into the wind, which raises the aileron on the upwind wing. This action creates a downward force to counteract the lifting effect of the crosswind, preventing the wing from rising excessively.

Since both aileron and rudder are used to maintain control, expect a slight increase in drag and a reduction in initial takeoff performance. As the aircraft accelerates and lifts off, it's essential to achieve a wings-level, coordinated climb to counter the effects of crosswind and maintain a stable ascent.



Unusual cloud formation could this be the start of another hole in the ozone layer or the results of someone punching holes in the sky doing 3D manoeuvres??



Did you know?

Every time a commercial aircraft lands, around 0.5 to 1.5 kilograms of rubber is scraped off its tyres due to the intense friction with the runway. At major airports like Dubai International, this adds up to over 250 kilograms of rubber per day, accumulating on the runway.

To ensure runway safety and optimal performance, airports regularly clean this rubber build up using specialized equipment.



An ATSB occurrence brief details a wheels up landing involving a Piper PA-32R-301T at Merimbula Airport.

--What happened--

At about 1200 local time on 20 December 2024, a Piper PA-32R-301T was conducting a manual propeller pitch and retractable undercarriage endorsement at Merimbula Airport, New South Wales. The pilot in command, along with a flight instructor were on board.

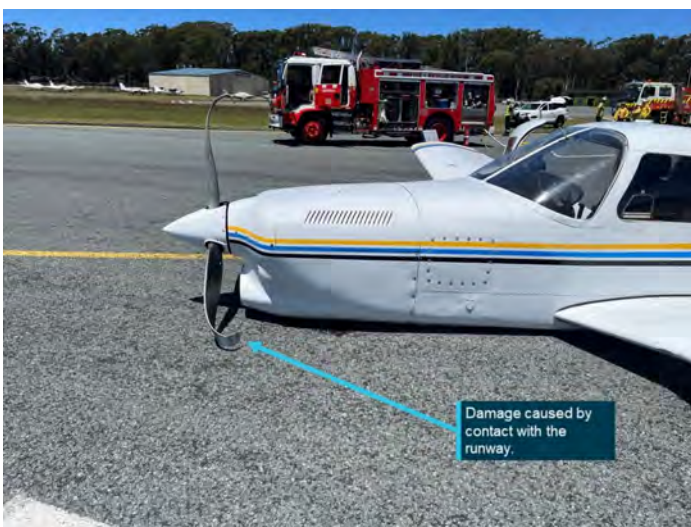
--Safety message--

Noting that student pilots are not as familiar with the performance of the aircraft, it is imperative that instructors maintain an overall sense of awareness inside the aircraft while conducting training and endorsement flights.

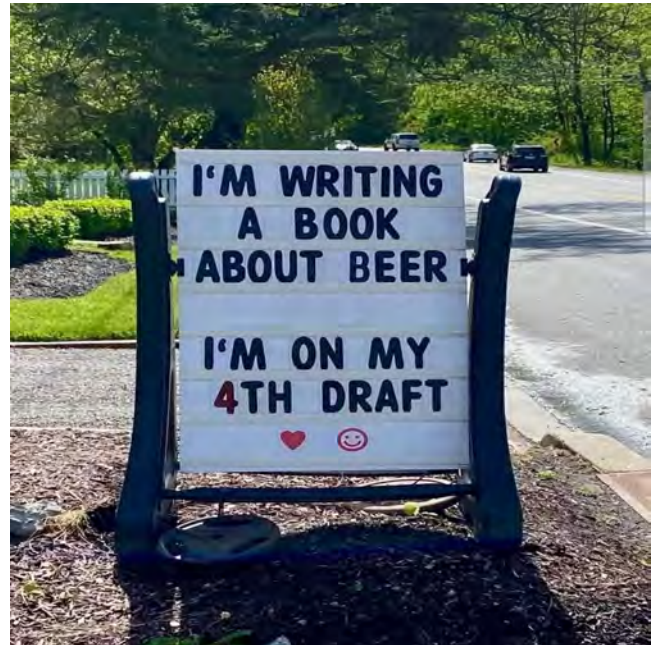
--About this report--

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation.

For this occurrence, no investigation has been conducted and the ATSB did not verify the accuracy of the information. A brief description has been written using information supplied in the notification and any follow-up information in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.



With the winter months approaching and not a lot of options available in the workshop thought I would focus on a new activity this year.



This really isn't the way to park.

Announcement on the airport PA system. Due to a minor incident on the tarmac your flight has been delayed



Do you remember "COVID"

The World Health Organization announced that dogs cannot contract COVID-19.

Therefore, dogs previously held in quarantine can now be released. To be clear, WHO let the dogs out.

f you bought 144 rolls of toilet paper in preparation for a 14-day quarantine, you probably should have been seeing a doctor long before you caught coronavirus.

A mid-air collision overhead Caboolture airfield highlights the risks of aircraft using multiple runways at non-towered aerodromes, an ATSB investigation report details.

On the morning of 28 July 2023 a Piper Pawnee being used by the local glider club as a tug aircraft was returning to land from the south-west on Caboolture's runway 06, while a Jabiru J430 with a pilot and passenger on board was preparing to depart to the east from the intersecting runway 11.

"Caboolture has two intersecting runways and is a non-controlled aerodrome where pilots rely on making radio calls and visual scans to maintain separation from other aircraft – a principle known as 'alerted see-and-avoid'," explained ATSB Chief Commissioner Angus Mitchell.

Just prior to the Pawnee touching down, a Cessna 172 being taxied by a solo student pilot, who was unaware of an aircraft on approach, crossed runway 06. In response, the Pawnee pilot initiated a go-around, a routine procedure when an aircraft encounters an issue on approach and landing.

"The Pawnee pilot applied power and initiated a climb, maintaining the runway heading as they made a go-around radio call," Mr Mitchell said.

"At the same time, the Jabiru lifted off from runway 11."

The two aircraft converged, and shortly before impact the Jabiru commenced a left turn, likely in an attempt to avoid the Pawnee.

However, they collided above runway 06, just beyond the runway intersection, at a height of about 130 feet. The collision separated the Jabiru's right wing-tip and aileron, and it pitched downward and rolled to the right before impacting the ground, fatally injuring both on board and destroying the aircraft.

The Pawnee remained flyable despite damage to its left wing and landed safely with no injuries to the pilot.

"While in the circuit, the Pawnee pilot had made positional radio calls, and a call stating their intention to land and hold short of the runway intersection, but did not hear an entering runway or rolling call from the Jabiru," Mr Mitchell said.

"Based on the Jabiru pilot's apparent unawareness of the Pawnee until just before the collision, and most witnesses not recalling hearing any calls from the Jabiru throughout the event, it is likely that the Jabiru pilot could not transmit or hear radio calls.

"Because of this, and a stand of trees between the intersecting runways that blocked visibility between them, neither pilot was aware of the other aircraft."

While both the Jabiru and Pawnee pilots were familiar with the aerodrome and its line-of-sight limitations, the ATSB found that the aerodrome operator did not effectively manage or inform pilots of the risk of trees and buildings preventing pilots from seeing other aircraft on intersecting runways and approach paths.

"The local gliding club regularly chose to operate on runway 06 when winds and traffic were light, including during periods when other traffic was generally using the intersecting runway."

Since the accident, the aerodrome operator has prohibited simultaneous runway operations, and has mandated take-off radio calls.

"The investigation also found that the regulatory guidance pilots relied on when using non-controlled aerodromes like Caboolture was not clear in defining what was considered an 'active runway', leaving room for different interpretations," Mr Mitchell noted.

Further, this guidance did not provide practical advice to pilots using a secondary runway, and in some situations, it was contrary to existing regulations.

Following the ATSB investigation, CASA is removing all references to the term 'active runway' to better align guidance with the regulations and avoid confusion, and will also expand the guidance to assist industry understanding of this issue.

"This tragic accident highlights that relying on alerted see-and-avoid principles for separation at non controlled aerodromes is not infallible," Mr Mitchell concluded.

"Pilots can help mitigate this by establishing two-way communication with other traffic, being mindful of the potential for radio communications to be missed or misinterpreted, and never to assume a runway is safe to use simply because no other aircraft are visible."

With the onset of wet weather we have Mosquitos on the ground.



This was not a stunt.

When the wheels don't come down there are often emergency mechanisms to drop/force/wind the undercarriage down.

Sometimes these mechanisms jam or are damaged. Landing with only some wheels down can actually be more dangerous than landing with none.

Many aircraft have protective ridges or shields on the base of the fuselage for landing "gear up"

During this attempt of synchronized flying the mechanic was able to free the jammed starboard wheel as the car kept up to the plane speed and the plane landed safely.



Exercise for people over 60.

Begin by standing on a comfortable surface where you have plenty of room at each side.

With a 3 kilo potato bag in each hand, extent your arms straight out from your sides and hold them there as long as you can.

Try to reach a full minute and then relax.

Each day you'll find that you can hold this position for just a bit longer.

After a couple of weeks move up to 10 Kilo potato bags.

Then try 50 kilo potato bags and eventually try to get to where you can lift a 100 Kilo potato bag in each hand and hold your arms straight for more than a minute. (I'm at this level)

After you feel confident at that level, now put a potato in each bag.

#####

***You can never make the same mistake twice !!
Because the second time you make it, it is not a mistake, it's a choice,***



Policeman interviewing a bystander said. "I am looking for a person with one eye"

Bystander said. "You would have a better chance of finding him if you used both eyes".





The ATSB has published a preliminary report detailing evidence gathered so far in its investigation of a fatal accident involving a Cessna 150 light aircraft near Ogilvie, in mid-west WA.

The wreckage of a Cessna 150M single-engine aircraft was discovered by a motorist next to Ogilvie Road, about 84 km north-west of Geraldton, WA, at around 1115 on 21 March 2025.

The pilot, the aircraft's sole occupant, was fatally injured.

The aircraft had departed Geraldton Airport for a planned ferry flight 340 km up the coast to Shark Bay, taking off about 75 minutes before the wreckage was found.

About 18 minutes into the flight, the pilot texted a photo to a staff member at the maintenance organisation at Geraldton, which had just released the aircraft.

"In the text, the pilot was positive about the aircraft's performance, but noted a slightly higher than usual oil temperature," ATSB Chief Commissioner Angus Mitchell said.

"The temperature shown in the photo was towards the upper end of the normal range, but below the 240°F maximum oil temperature limit."

In a reply text, the maintainer acknowledged the slightly higher temperature and that they could look into fitting coolers onto the aircraft to resolve the issue.

"While there were no radar or ADS-B recordings available, this reply text was recorded as being delivered at 1018, indicating the pilot's phone was still functional at that time," Mr Mitchell observed.

"A damaged GPS receiver was recovered from the accident site, and the ATSB is in the process of recovering data from that device."

The investigation's preliminary report notes witnesses at Geraldton Airport reported the pilot appeared unwell prior to the accident flight and had mentioned having severe gastroenteritis in the preceding days. Witnesses did not report any apparent speech or physical impairment.

The ATSB's ongoing investigation will include the collection and review of all available medical history and post-mortem information for the pilot," Mr Mitchell said.

"It will also include examination and review of all the other evidence gathered, including CCTV and CTAF recordings, aircraft, pilot and operator documentation, witness reports, the aircraft's maintenance history, and the evidence gathered at the accident site itself."

The preliminary report notes the wreckage trail extended about 23 m in a north-easterly direction, with initial impact marks indicating the aircraft impacted terrain in a left wing-low, steep nose-down attitude, at a high speed.

There was no post-impact fire, and fuel could be smelt in the area.

"No pre-impact defects were identified and bending and damage to the propeller was consistent with the engine running at the time of impact," Mr Mitchell said.

Weather forecasts and observations for Geraldton during the accident flight indicated clear skies, with 5 knt of wind, and a temperature of 34°C.

A final report, including safety analysis and findings, will be released at the conclusion of the investigation.

"Should a critical safety issue be identified during the course of the investigation, the ATSB will notify relevant parties immediately, so timely safety action can be taken," Mr Mitchell concluded.

A Kamikaze pilot spoke with his instructor...

***"I keep missing the ships, I need some help!"
And the instructor said, "OK fine, I'll show you how, but I'm only going to do this once..."***

Stewardess: "Are there any doctors among our passengers?"

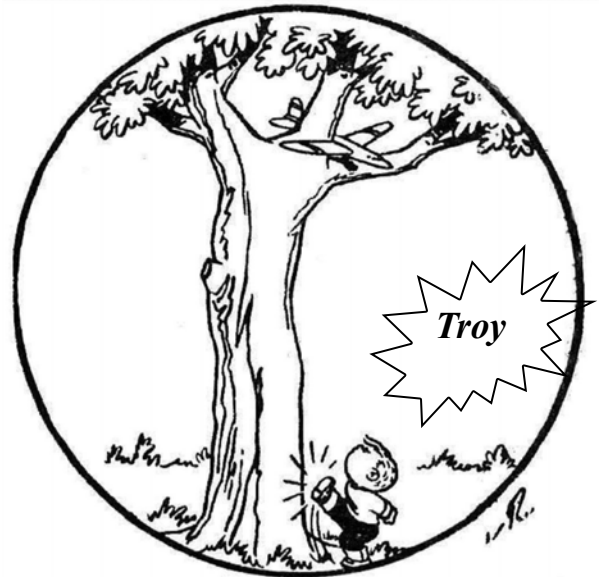
***A man stood up and followed the stewardess.
... After several minutes.***

Stewardess: "Are there any pilots among our passengers?"

Latest "V" tail model on sale at your local Hobby Shop very economical to run and handles dusty runways with ease.



Paddy wanted to sell his car so his mate told him to wind the mileage back a bit and he would get a better price for the vehicle. He saw Paddy a few days later and asked him how he got on. Paddy said when he finished winding it back the car only had 7000 Kms on the clock so he decided to keep it.



The image shows a tragic mid-air collision between two historic aircraft during an air show in Dallas in 2022.

A Boeing B-17 Flying Fortress, a World War II heavy bomber, and a P-63 Kingcobra fighter plane collided while performing aerial manoeuvres.

Both planes were destroyed, and all crew members on board lost their lives. The incident shocked the public and led to investigations by aviation authorities



His flying has come a long way since these days when it was a regular thing to climb trees on a Sunday he has really advanced his flying skills now.

sprayed my car with rust remover



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

