



Propwash

From the President



President Bill is currently on a well earned holiday, (well that's what he told me) in France so was not able to do his normal written report on this page.

I have been able to track some of his holiday action photos whilst he is in relaxed mode enjoying what France has to offer whilst he is over there.

.Some of the country accommodation



Lovely France beach scenery



September 2025

Out amongst the French wine region areas.



Over looking the tranquil country side.



Welcome home Bill, now time to do some real flying. Get the models out and enjoy some time flying with your feet firm on the ground.



From the Editor



We are well into the current flying year and our first official event, the annual September long weekend Funfly, has been and gone with most attendees enjoying the long weekend of flying.

The numbers were down a bit on previous years and with the strong blustery winds persisting over the two days it also made it a bit unpleasant particularly when making and approach to land

The other weekends that that are regular events on the SWARMS calendar for members to look forward to are the EDF Funfly weekend, Turbine Jet Funfly, Scale Funfly and the Anzac day warbirds funfly.

These events are a great opportunity for members to enjoy time in the sky and in the pits talking with visiting pilots and sharing the camaraderie of the sport.

There were a few mishaps that occurred over the two days of flying but when you are associated with RC flying that is just part of the sport, thankfully no major incidents. What goes up, must come down.

Several members from West Jet attended the weekend and showed off some impressive flying skills if you were lucky enough to be able to keep up with them. We have a few dedicated regular visitors who never miss this event, they share their aircraft and skill over the SWARMS field all to the delight of those lucky enough to witness this.

Questions are still being asked about the SWARMS member who scooped the pool with the raffle prizes, thank you to the sponsors for the raffle, HobbyTeck Perth and EPHIL Engines Kevin Lunn. The club appreciates your contribution to the weekends event and I am sure the lucky winners also. The visiting pilots look forward to the raffle each year.

Our grant application with the Capel Community Bendigo bank pitch night this year has been approved and we were notified it was successful we will be advised on the 4th October at the Pitch Night what that amount will be.

The money is designated for the upgrade of the clubroom flooring, we were looking at two options tiles and Epoxy resin, due to the tiles becoming slippery when wet with the potential to cause trips, slips and falls a decision was made to go with the Epoxy Resin and it can be made as a slip free surface.

Our new Canteen Manager, Keith Huckle, was certainly put under the pump this weekend with the Burger lunch Saturday and the Beef Gravy rolls on the Sunday and he come up trumps.

No complaints over the quality of the food served He almost got his gold wings in catering.

MAAA clubs are about fun flying, camaraderie and community experiences.

For over 75 years, MAAA has been Australia's largest flying organisation, focusing on giving members the best flying experience. This proud heritage and the shared knowledge amongst our 9,500+ members and 330+ clubs, allows aeromodellers to soar too greater, more thrilling heights.

For almost 50 years SWARMS has provided many model enthusiasts a venue to enjoy the sport of flying in their own backyard (sorry that is only Ian). There has been numerous members who have come and gone through the club over that period most leaving a flying session having enjoyed the experience, however, some would have left the field with an arm full of pieces ready for a week in the shed in preparation for doing it all again next week.

SWARMS club can help new members with advice on the best models, education and technical expertise. We provide a safe venue to fly and have had recognised flight instructors over those years to help train new members that come along and show interest in the sport up to their solo status.

There would be a lot in the community that maybe are unaware of the club, it's location and the opportunities we provide for them to participate in the sport that you the current members enjoy. When next talking to members in your community groups or social groups in your area it would be a great time to promote the club and encourage potential new members to visit the field and to find out a little

more about the sport in person.



Did you see this Guy in and around the pits over the funfly weekend. Looked like he enjoyed his time back on the sticks again.

Welcome back Scott good to see you in and about at the club again.



SWARMS Fun Fly weekend event.

Saturday 27th Sunday 28th Sept 2025

9am Saturday Fun Fly (Open to all aircraft)

10am Pilot briefing

9am Sunday Fun fly (Open to all aircraft)

10am Pilot briefing

Monday public holiday (Open field)

Saturday evening BBQ facilities available "BYO"



Time slots allocated throughout weekend for Helicopter, Jets and scale aircraft if required.

Food drinks on sale and limited "Free" camping available



Contacts:

Bill Darnell: 0400077555

Ron Waller: 0419905165

ronwaller@bigpond.com

Vickery Road Elgin
www.swarms.org.au



The preparation for the Funfly commenced over the weekend prior to the event, we had a good turn up of members over the two days and the field looked very impressive when the work was completed.

Troy's drone shot gave us a different perspective from above the field showing what the members hours of work had achieved over the weekend.



The Pilots brief was conducted at 10am where Vice President Steve gave the visitors an insight into the field and it's surroundings also conditions that they are required to comply with.

This is an opportunity for all visitors to be made away of the safety rules and regulation applicable over the weekend and the importance of enjoying their flying in a safe environment



After the briefing it was time to fuel up and "Gentlemen" start your engines for the days flying. Kevin making a few adjustments.



Shane under the pump here with these three monitoring his actions on fuelling up his jet, without any air bubbles in the tank.



This turbine jet helicopter of Ian Bain's flew very scale like until it has a motor glitch and the un-scheduled landing did a bit of damage.



These Jet things do not go too far without fuel, there is an emphasis to get as much in as practical prior to each flight.



Nice foam scale twin which performed well in the windy conditions



This electric EDF Jet impressed both in the sky and on the ground, particularly when it landed as it has reverse thrust on the fan and it reversed back down the runway after landing.



This foam turbine jet graced the skies on numerous occasions maybe once too often in the windy conditions.



On landing on this occasion with the unpredictable wind gusts it over shot the end of the runway and into the long grass causing damage to the front end.



All fuelled up with the taxi tank in place waiting for a clear flight line before heading for the sky.



A couple of regular visitors to these events, Ian Bain and Shane Ballingall doing a few pre flight checks prior to another session in the sky to impress.



The largest turbine jet that flew on the weekend, it impressed with it's speed and high pitched sound as it did circuits around the field



It is up and away, it was very visible in the sky with it's bright yellow colouring.



Old Farts Corner !

Every event we get what is known as “Old Farts Corner” and here we have it for this event. The members pictured here sit around and many a yarn is told not sure how true they are.



Nice foam detailed scale model



Sunday lunch time those Beef Gravy rolls are good.



Troy brought his newly acquired glider to the field for a maiden flight, I took it up and did the necessary trimming and then handed him the radio to enjoy a fly around. After a few circuits he came in to land and was pleased with the experience.

After a battery recharge it was time for another flight, however, this time he would perform the take off so with radio in hand the glider went skyward again.

After a short period he turned smoke on, what, yes he had smoke coming from the glider and decided to land but in the process he lost all contact with the plane and fortunately it was in a circuit that brought it back to earth with no structural damage.

A review found that the speed controller had burnt out in flight, very lucky outcome only minor fire and smoke damage inside.



On Friday 25th July we farewelled one of our long term members Trevor McGuigan



After a long day cooking and preparing and the food had disappeared from the bay maries Trevor could be found sitting contemplating in the kitchen on his favourite stool that he brought along to each event and when asked how he was going he said each year I don't think I can do another one of these but in true Trevor style he came back for the next three years to do the same all over again until he became unwell.

September 2022



September 2023



Same position and posture just a different year.

The committee and members of the SWARMS club and all who were privileged to have visited the field during these events were greatly appreciative of the meal and the effort that Trevor and Erica put into making this event a memorable experience for all.

RIP Trevor

Trevor joined the club in August 2010 and was a well respected member, he did not spend much time in the sky flying as each time we had a training flight arranged he suffered from an attack of "Creative Avoidance" just like all the other things he volunteered in, he had something to do for someone else which to him was more important than him enjoying some time in the sky.

He changed the catering that we provided for our annual September Funfly long weekend event from a humble sausage in a bun to a banquet that was second to none. He and Erica would prepare, cook and serve the meal for around 30 to 40 visiting pilots each year. There were a few regulars who would slip back for seconds regardless.

There was always a long que for the beef gravy roll at the Sunday lunch session.

A section of a meal presented at the events prior to it being devoured.



There was always a variety of sweets available after the main meal and the favourite was the merengue which Bill was very impressed with and would be fair to say enjoyed each one or two.

What a line up of great warbirds on display.



FOR SALE.

We have been able to acquire more stock of the original style SWARMS caps, if you would like to purchase a new one they are available for \$25 talk to Ron or Trevor for availability and further details.



Looking back at the cycle of life, these photos reflect members who were long term well respected members of the SWARMS club who have unfortunately sadly passed away I am sure when we fly high they are witnessing the action over the field from above..

They all enjoyed their time at the field.



Bernie Rowley



Roger Veen



Ray Anderson



John Knowles



Rob Woodhead



Brenda Green

I was mugged by a thief last night on the way home. Pointing a knife at me.. He asked me : "Your money or your life!"

I told him I was married, so I have no money and no life.

We hugged and cried together.

It was a beautiful moment.



Trevor McGuigan



Lack of development in the early years of RC modelling.

We saw earlier that the first twenty years or so of radio control, in modellers' terms, made little apparent progress and that the immense leap forward in radio and electronic technology during the second great war did not seem to be transferable to the modelling scene.

There were several reasons for this:

First was the fact that compared with the established modelling regimes, free-flight and, after the war, the immense craze for control-line flying, there were really very few active R/C modellers.

And many of those soon became disenchanted with the sheer unreliability of most early gear and decided that two wires between the model and the driver was a lot better than lots of bits of wire soldered to valves, relays and several batteries.

Second, there was the belief, widely held in 'full-size' circles, that it would prove impossible to 'hand fly' remotely piloted vehicles and that the latter would have to be flown by an automatic pilot with the radio link used to programme it. Most of the full-size radio-controlled aeroplanes and drones then flying worked on this principle. That is, the auto pilot did the flying and the ground controller simply told the auto pilot what he wanted.

This was to a certain extent perpetuated in modelling where inherent stability took on the role of auto pilot while the control – almost invariably limited to a very de-sensitised rudder – 'interfered' with the inherent instability. Even when it worked, it was clearly not everybody's idea of what radio control should be.

An idea of the state of model R/C in the immediate post-war years was the often heard ironic joke: First modeller: "Is that model radio-controlled?". Second modeller: "No, it's just naturally unstable."

Hints of progress

By the early fifties things began to move. Nearly everybody was using one channel only, often with 'self' built gear, but there were many enterprising attempts to extract more control from the single 'on-off' channel.

One such was the 'Ruddevator' in which a surface looking like a rudder tab was pivoted about its CG in such a way that on 'no signal' the surface rotated in the air stream, rather like a small windmill immediately behind the fin.

The electro-magnetic actuator was rather like the almost universal electro mechanical escapement normally used to operate the rudder tab on a sequential scheme. But instead of directly operating the tab, it was arranged so that it could stop the whirling vane in one of four positions corresponding to:

1. Left rudder,
2. Up elevator,
3. Right rudder,
4. Down elevator and so on.

The humble escapement itself came in for some concentrated development too. First came the 'selective escapement' with the stops arranged so that one press always gave 'left' and 'press-release-press' always gave 'right'.

On release, the control always reverted to neutral. A further development was to add a 'cascaded' escapement, triggered by the main rudder control. In this a 'quick blip' on the transmitter button caused the main escapement to perform a complete cycle but as long as the back contact of the relay was back in position before the cycle was complete a second escapement would be triggered.

This would be a two position affair usually rigged to give throttle open and throttle shut. With a bit of practice quite a lot of performance could be extracted from this system.

A completely different approach was in the various pulse proportional systems some modellers favoured. In its simplest form this consisted of a rudder tab spring loaded to one side and an electro-magnetic device or electric motor – the ubiquitous Mighty Midget was the favourite – to pull it the other way.

By pulsing the transmitter button at, say, four per second, a reasonably straight, if slightly 'wiggly', flight could be achieved. Releasing the button gave one turn, holding it down turned it the other way. Sounds crude, but it worked – in a fashion.

The next step was to produce the pulses mechanically and this was usually done by the system used in the Henschel 293 guided missile – the one that sank the surrendering battleship ‘Roma’ in 1943. In this system a rotating drum was partly covered by a tapered insulating material such that one end of the drum was fully conducting, the other end fully non-conducting and in the middle, 50-50. Intermediate positions produced a ratio of conduct/non-conduct proportional to the position of the pick-up wiper.

With a suitable ‘pull one way’ spring-load, true proportional rudder control was achieved. However, if the rudder was moved by a rotating crank it was a fairly simple matter to couple an elevator tab to the crank as well.

Then, if a 50-50 signal to no signal ratio were sent, the controls would both be neutral. As before, varying the ratio gave proportional rudder deflections but by speeding up the pulse, the crank would be oscillating nearer the bottom of its throw, giving ‘down’. Slowing down the pulse rate caused the crank to rotate its full switch, which gave (pulsed) ‘up’ elevator.

The system worked OK but the big problem, as far as the guided missile was concerned, was the difficulty the operator had in keeping track of it as it dwindled to a tiny speck. A flare in the tail gave positional information but no attitude ditto. So, as modellers down the ages have discovered, “If you can’t see it, you can’t fly it!”

However, getting back to the pulse proportional business, modellers of the fifties were quick to realise that the Hs293 system was practically tailor-made for ‘our’ purposes. And soon modellers all over the place were sticking triangles of sticky tape onto emptied out pencil cases and using a Mighty Midget to drive the drum on the transmitter and another to drive the crank in the model.

The name Charles Ryall immediately springs to mind in this connection. He was perhaps the most successful advocate of this system and put on many convincing public displays with it.

Since it was impossible to completely eliminate the effect of the continuously pulsing controls, some wag once remarked, “Look out here comes the galloping major!”

Which no doubt was the basis of the universally adopted title of ‘galloping ghost’, or for the more flip-pant, ‘perambulating poltergeist’.

So it came about that, by about 1963, the amount of control and reliability that we had dreamed about for years was finally realised. The writer had two sets at this time, an American ‘F&M’ ten channel (rudder-ele-throt-ail-eletrim) and an O.S. six (rudder-ele-throt: these controls were all non-proportional ‘bang-bang’ and so needed two channels for each control) which over several hundred flights never malfunctioned – 100% reliability and you can’t better that!

At the same time pilot skills had improved out of all recognition. As early as 1968, using all home made gear, valves, A B C batteries and all, Chris Olsen and his buddy Stewart Uwins (later to become Mr. Skyleader) were putting on scintillating displays of aerobatics, the first real radio control many of us had ever seen.

This finally disposed of the myth that you needed an auto-pilot to do the actual flying of your radio controlled aircraft. It also disposed of the often-heard criticism that you couldn’t fly accurately with ‘bang-bang’ controls, and that true proportional control was essential.

Chris Olsen continued to do well in international competition using ‘bang-bang’ well into the proportional era, which started in the mid-sixties. He was often quoted as saying that he could get proportional control by pulsing his thumb – much simpler than the electronics needed to do it automatically! However, full proportional control was bound to come...



I just saw three people jogging down the road outside my window.

That inspired me so much that I immediately got up and closed the blinds.

Australian Transport Safety Bureau Report.



What happened--

On 25 March 2025, the pilot of a Piper PA-44 was conducting solo circuit training operations on runway 07 at Bunbury Airport, Western Australia, operating under visual flight rules (VFR). While established on a left base circuit leg for runway 07, the pilot heard an inbound radio call on the common traffic advisory frequency (CTAF) from a Van's RV-10, 10 NM to the north-east tracking for the field. As the PA-44 was already established in the circuit, the pilot reported that they believed they had priority.

--Safety message--

This occurrence highlights the requirement for pilots to always maintain a strong sense of situational awareness especially when operating at a non-controlled aerodrome. When conducting an instrument arrival in uncontrolled airspace, it is best practice to sequence your aircraft's arrival with other established traffic (both VFR and IFR) operating in the area.

--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 all the strong winds we have experienced over the past few months it is good to arrive at the field for a flying session and not be confronted with this scene.

It was a common thing to have to relay the matting prior to flying on a Sunday morning after some windy days.

It was get out the tractor drag the matting back into place and re pin it with spikes and half your days flying was gone.

With the completion of the concrete runways this task has been eliminated completely and it is straight into flying when you arrive at the venue.

When you look back at how we had to managed the field those days I don't think we really appreciate what we have now, the good thing is those days are all behind us.



Bill getting some practice flying his Trojan at the front in this formation



Prior to commencing a flying session it is good to complete your pre flight checks before entering on to the taxiways, good to see all four pilots here are setting the example with their heads down deeply engrossed in making sure all was working well before enjoying some flight time in the sky.



A Hunter walking through the jungle found a huge dead elephant with a pigmy standing beside it. Amazed, he asked: "Did you kill that?" "Yes" the pigmy said. The hunter asked: "How could a little fella like you kill a huge beast like that?" The pigmy said: "I killed it with my club." The astonished hunter asked: "How big is your club?" The pigmy replied: "There's about 90 of us."

Sunday 31st August was the first good day we have had for many weeks, bright sunny day little or no wind around 19 deg you could not ask for a better day for flying and the sky was pretty busy.

The tornado took off into the blue sky looking like this.



After several circuits preparation for landing was in progress over the magpie tree to the west of the field when it all happened. With none of the head wind we have experienced for many weeks the height of the plane was misjudged with the perception the plane was in front of the tree when in fact it was behind the tree (Not the first time this has happened) and it clipped the highest branch leaving the wing sitting on the top branch and it all returned looking like this.





A Cessna 150 stalled shortly after taking off in strong and gusty wind conditions at Bacchus Marsh, north-west of Melbourne, and was too low to recover before colliding with terrain, an ATSB investigation has concluded.

On the morning of 22 October 2024, a solo pilot intended to fly the Cessna 150L single piston-engine aircraft from Bacchus Marsh Aerodrome, to Lethbridge, Victoria.

After lining up on runway 27 in strong and gusting winds, the pilot began and then rejected a take-off roll.

The pilot broadcast the rejected take-off on the aerodrome’s common traffic advisory frequency, but did not provide any further information as to why the take-off was rejected.

The pilot then returned to the end of runway 27 and began a second take-off attempt.

After leaving the runway the aircraft climbed 150 ft, before pitching steeply nose-up.

Witnesses then observed the nose, then the left wing, drop, before the aircraft entered a vertical descent and collided with terrain in a paddock beside the airfield.

The aircraft was destroyed, and the pilot was fatally injured.

An ATSB transport safety investigation did not identify any issues with the aircraft which could have contributed to the accident, and a post-mortem examination did not find any evidence of pilot incapacitation or substances which could have affected their capacity to perform the flight.

The investigation concluded the aircraft was probably too slow on take-off in the strong and gusty wind conditions, and that inputs made to counteract the crosswind increased the angle of attack of the left wing.

“These factors, combined with the wind conditions, increased the risk of a quick and unrecoverable stall,” ATSB Chief Commissioner Angus Mitchell said.

“The stall occurred too close to the ground for the aircraft to be recovered from.”

While an aerodynamic stall can occur at any air-speed, altitude or engine power setting, Mr Mitchell said this accident demonstrated why they are most hazardous during take-off and landing, when the aircraft is close to the ground.

“When gusting conditions are present, pilots should consider waiting for more benign conditions,” he said.

“Guidance advises pilots to conduct their own testing in progressively higher winds to determine both their own capability and that of the aircraft.”

“If pilots judge weather to be suitable, they should consider climbing out at a higher airspeed to provide a buffer above their aircraft’s stall speed for detection and correction of an impending stall.”

How life has changed

We played “King of the Hill” on piles of gravel left on vacant construction sites and when we got hurt Mum pulled out the 48 cent bottle of Mercurochrome (Kids liked that Because it didn’t sting like iodine did) and then we got our spanking. Now it is a trip to the emergency room, followed by a 10 day dose of a \$49.00 bottle of antibiotics and then Mum calls the Attorney to sue the contractor for leaving a dangerous pile of gravel where it was such a threat to everyone.

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A wise man said: Don’t be afraid to start all over again.

This time you are not starting from scratch, you’re stating from experience.

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*It’s a 5 minute walk from my house to the pub.
It’s a 35 minute walk from the pub to my house
The difference is staggering.*

The pits transformation from open lean to construction with bowling green carpeted floor area.



Pit area demolished ready for the new building.



To the new construction with concrete floor almost completed then, now fully operational.



The message here is things can change with time, planning and finance, many long hour of hard work has gone into this upgrade over the years for all to enjoy long into the future.

Interesting statistics.

Takeoff and landing are the riskiest parts of the flight.

You're most likely to have some sort of accident during takeoff and landing. This is also why your tray tables have to be up and you can't have laptops during these times: ease of evacuation."

Indeed aerospace safety expert and associate professor of aeronautical science Anthony Brickhouse told Business Insider that 49% of deaths happen during landing, while 14% occur at takeoff.

Speaking to HuffPost UK, a spokesperson for the Royal Aeronautical Society's Flight Operations Specialist Group explained: "There are two primary safety-related reasons why aircraft seats must be in the upright position for take-off and landing.

"The first is that the seat gives the occupant maximum impact protection when upright, and its structure locks into position accordingly. Being upright also reduces the possibility of the occupant 'submarining' under their lap belt in the event of a violent deceleration."

"Submarining" happens when a person's seatbelt is a little loose, allowing their body to slip underneath it at high speed. They slide under the belt, increasing the risk of injury.

"The second reason is that reclined seats reduce the space available in the row behind for occupants to escape quickly if an emergency evacuation is required," the Royal Aeronautical Society's Flight Operations Specialist Group added.

In fact, people who listen to "boring" plane protocol are more likely to survive disaster

The Guardian shared experts' research into survivors of plane accidents. They found that people who had survived (rare) catastrophes had some things in common — including being more likely to have read the plane's safety briefing.

Knowing where the exits are, keeping your shoes on, and practising both the brace position and undoing your seatbelt can all help too.

And remember, Amanda Ripley, author of *The Unthinkable: Who Survives When Disaster Strikes*, says: "between 1983 and 2000, 56% of passengers involved in serious plane accidents survived."



An Airbus plane has been grounded after suffering massive damage as it was hit by a bird while taking off from a Spanish airport. This afternoon Iberia Flight IB579 was forced to land back in Madrid after it was reportedly struck by a large bird during takeoff.

Photos from Adolfo Suárez Madrid-Barajas Airport, the main air travel hub for Spain's capital, showed the radome, the plane's nose, had suffered severe damage.

The material at the front had fallen away from the plane, an Airbus A321-253NY that was meant to fly to Paris.

Data from FlightRadar24 showed the plane made a short loop above the area surrounding Madrid before landing back at the airport.

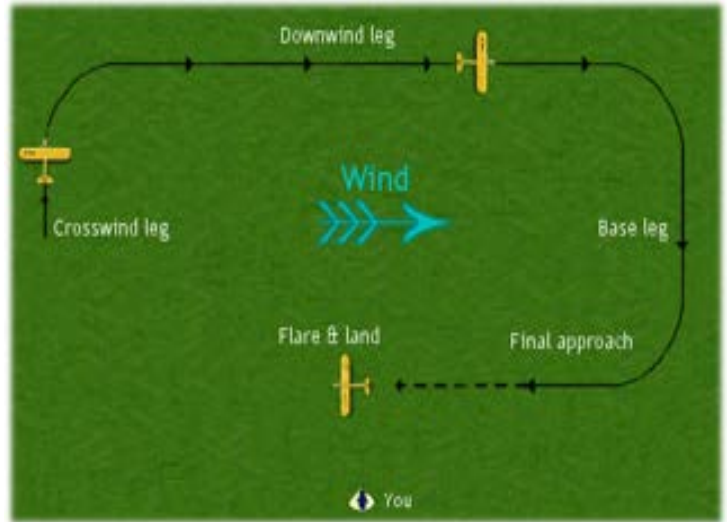
It landed just over an hour after it took off, imagine flying for approximately an hour with this amount of damage. Big birds over there.



Oop's need to keep focused when taxiing to the main runway, a rear end collision waiting in line to get clearance for takeoff.



The technically correct circuit pattern to fly when landing.



Jim decided to tie the knot with his long time girlfriend.

One evening after the honeymoon, he was charging his plane batteries.

His wife was standing there watching him. After a long period of silence she finally speaks.

“Honey, I’ve been thinking, now that we are married, I think it’s time you quit flying model planes. Maybe you should sell your all your models and gear”.

Jim gets a horrified look on his face.

She says, “Darling, What’s wrong?”

Jim says, “For a minute there, you were sounding like my ex-wife”

“EX WIFE!”, she screams, “I didn’t know you were married before!”

”I wasn’t!”, he replies.



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

