

Propwash

April 2007

Presidents Report

Hi everyone

Well its nearly the end of our club year and the club President, Secretary and Safety Officer positions are all vacant. As President I'd be the first to admit I haven't contributed much this year mainly due to building a new house but I realise that being President really isn't my thing and so I would like someone else to step forward. Also Larry needs a well earned break after working very hard these past few years so please step forward if you're interested in these positions. Thanks also to Dave as well for his input as Safety Officer. Its really not that hard to hold a position and if we all share the tasks every couple of years then it doesn't become a burden on just a few members. That goes especially to the younger members who will find it a rewarding experience to

get involved with the club at that level.

Well, I have now flown a few times with my new Spectrum radio gear but unfortunately I lost control on the second flight after losing range with the plane going into fail-safe mode and crashing. It is now apparent that the Rx antennae which are only small must be pointing straight out and not bent which means that you can't put the Rx in foam. In fact, I have found that it is best just mounted on thick double sided tape on the fuselage. The other points are that the two Rx's which are linked with a cable must be mounted at right angles to each other and the small Tx aerial should be slightly kinked so that



It was good to see Dennis and Brenda at the IMAC comp.

Dennis has been off his feet recently with a hip operation.

it points straight upwards. Just thought I'd pass that on in case you have bought one. They are an excellent system overall—especially for electric being less prone to interference than the normal FM sets and with the Rx's mounted correctly the range is more than adequate.

As I haven't been to the field much lately I can only assume that the IMAC show last weekend went well and I know that the pylon race a few weeks ago was a lot of fun. The committee are organising another Scale day for the last week in Sept which I'm sure will be a big success again.

Also, hopefully, my house will be finished in the next couple of weeks so I'll see you all at the field again shortly.

All the very best

Dodgey

Crashes and other Credible Chatter

Bill Wade, after going solo recently has had several incidents. One time he forgot to put up his aerial but managed to save his plane that has got incredible range with the aerial down. More recently he crashed out in the paddock, with minor damage to the wing, and a damaged elevator. Not too much damage given the impact. Unfortunately a few weeks later Bill forgot to put up his aerial again with disastrous results.



Graham and his Cub that crashed courtesy of Roy on a test flight. Roy was also having a great day as he dialed up the wrong model on his new F-14 Tomcat (see below) but worked out something was wrong before he took off. Just goes to show how important preflight checks are.



Ian Humphryson with his new (secondhand) large scale CAP 232. Maiden voyage was a bit hair raising as it seems the CoG was too far back making control overly sensitive, especially at slow speeds.

Aubrie and Tinus with their new scratch built 3D planes. These have turned out to be a great deal of fun and sharpens the reflexes.

John Knowles managed to damaged his plane without even taking off when a strong gust of wind over-turned it in the pits. Now John can legitimately blame the wind for this accident.



Scott Pittick is still having problems with his CAP 232 (see last episode) and he crashed it after going dead stick low and down wind. The plane went inverted and skidded to a halt close to the pits. Only minor damage to the planes cowling but I'm sure Scott's pride is taking a beating.



Roy with his F-14 scratch built plane.

Editors Note: Whilst every effort has been made to keep up with current happenings, some events slip through. I apologize if you have had an event occur that hasn't been included. If you want to make it known then please email me with the information for inclusion in the next publication. Thanks.

Financial Statements

INCOME SUMMARY

Canteen		\$ 141.35
CD History		\$ 30.00
Memberships		\$ 85.00
Donations (Alfs Tools)		\$ 90.00
Total		\$ 346.35

EXPENSE SUMMARY

Total	\$	-

Cash at Bank End of February 2006		\$ 6,330.03
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Monthly Outcome

Profit/Loss \$ 346.35

February 2007

INCOME SUMMARY

Fees		\$ 681.00
Canteen		\$ 86.00
Gear Sale		\$ 217.00
Unknown		\$ 2.00
Total		\$ 986.00

EXPENSE SUMMARY

Gear Sale		\$ 100.00
Beer		\$ 30.00
Total	\$	130.00

Cash at Bank End of March 2006		\$ 7,169.03
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Monthly Outcome

Profit/Loss \$ 856.00

March 2007

Next time you see Roy, tell him what a great job he is doing, and then ask him for a \$2 loan. He will understand!!

Pylon Racing




On Sunday 1st April the club held its yearly Pylon Racing competition. Five flyers from Perth and two of our own intrepid club members entered. The weather wasn't kind and a strong southwesterly was blowing in the afternoon. Several rounds were held in the morning, but due to a technical hitch, scores were not able to be counted so five rounds were flown in the afternoon. Young David (pictured with the Twister) had his first go and found the conditions challenging, with several near misses with terra firma. Our indefatigable Ian Clapp was the other SWARMS entry. Full results



and competition details can be found in the latest edition of Windsock which can be downloaded from <http://www.aeromodellerswa.info/windsock.html> or by clicking this link.

IMAC Competition

On the weekend of the 21st and 22nd of March, the IMAC crew from Perth came down to run a competition at the SWARMS field. The competition commenced on Saturday at 12pm with two rounds being flown that afternoon. A light sea breeze on a beautiful autumn day helped the pilots guide

their aircraft to some dazzling feats of airmanship. Some of the visitors camped at the field whilst others camp in Bunbury at a local caravan park. A Barbeque was held Saturday evening, and many stayed to enjoy tales of the one that flew away. On Sunday the weather was absolutely perfect and two more round were flown by all competitors.

Overall the weekend was a resounding success and we wait in anticipation for the next competition.



Results

BASIC SCHEDULE

Brian W.	5995
Larry A.	5664
Hans B.	5429
Kerry F.	5153
Garry A.	4976
Chris S.	4790
Les F.	4505
Mike P.	4228
Roy W.	3967
Scott P.	3351

Well done to our local club members who competed, many for the first time, in the competition.



SPORTSMAN SCHEDULE

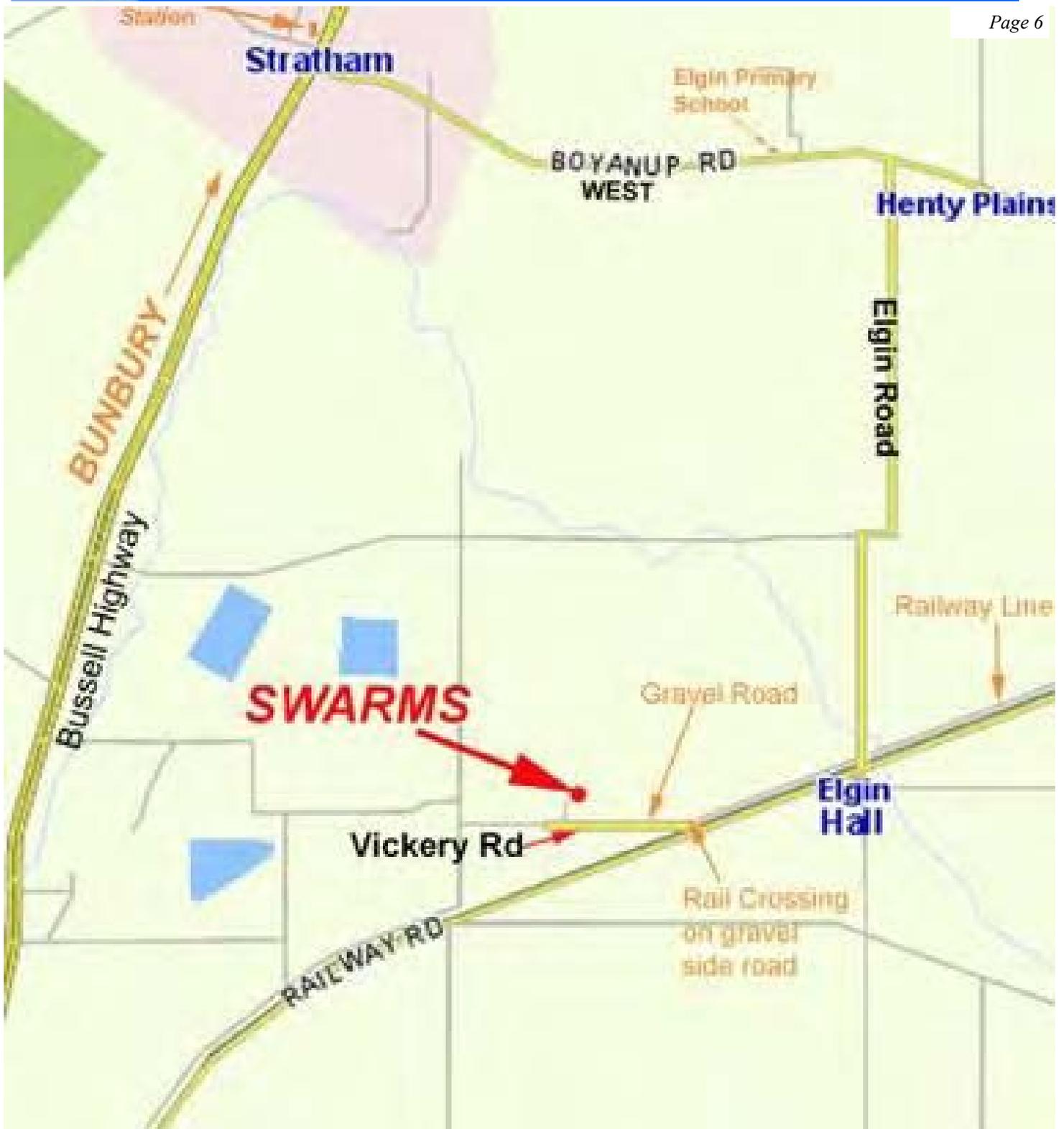
Bill B.	4891
Graeme M.	4710
Dean A.	4615

INTERMEDIATE SCHEDULE

Ben C.	5000
Peter B.	4368

UNLIMITED SCHEDULE

Mark E.	5000
Colin M.	4226
Roman P.	4031



Flying Field: Vickery Road, Elgin

Safety Officer: Dave Pointon

President: Paul Dodge 97252527

Newsletter Editor: Kerry Forsyth

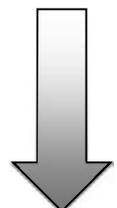
Secretary: Larry Allen 97252258

Email any items to:

Treasurer: Roy Warren 97251126

kforsyth@grace.wa.edu.au

END OF MAIN DOCUMENT: MEETING NOTES FOLLOW.



ORDINARY MEETING
PEPPERMINT HILL FIELD
Date 18 March 07

The meeting opened at 10:10am.

PRESENT:- Roy Warren, Grahame Woodcock, Kerry Forsyth, Ken Grant, John Knowles, Bernie Rowney, Ian Clapp, Larry Allen, Bill Wade, Dave Holst, Kevin Jones, Bob Main, Rob Woodhead, Ian Humpryson, Selwyn Saunders, Tinus Kruger, Abrie Storm, Danny Anspach.

APOLOGIES: - Less Fenn.

1. Minutes of the previous meeting were read and accepted.
Moved: Bernie Rowney Seconded: Bill Wade

2. Business Arising from the Minutes.
Danny volunteered to build a shadow board for the shed if required.
Ian Humpryson has a cupboard for the memorabilia.

3. Correspondence
Out: - Nil
In: - Nil

4. Treasurer's Report
As per Attached. Report presented by Roy. Report accepted any bills approved for payment.
Moved: Grahame Woodcock Seconded: Kerry Forsyth

5. Safety
Students should be trained with the aerial up to get the student into the habit of raising the aerial before take off. The aerial should be checked when the pre-flight check is completed before taxing out.

6. General Business
Pylon 31st March - 1st April. Evening meal in town Saturday if enough people are interested.

IMAC comp scheduled for the 21st April. Two rounds Saturday afternoon about 1.00pm start. Sunday a few more rounds depending on numbers.

Alf's old radios are available for the display cupboard.

Any data or information that is placed on the notice board is to be left up for about four weeks. Please monitor the information and it would be helpful if the date the notice was put up was placed on the bottom of the notice.

No further business the meeting closed at 10.45am

Next Meeting: 15th April 07 at 9.30am

Summary of main points discussed.

Present: Roy Warren, John Knowles, Paul Dodge, Scott Pittick

Next Club meeting rescheduled to 15th April due to Easter break.

Club room still a mess not being cleaned up by members after use as well as general mess due to ingress of dust and spiders. Clubhouse should be cleaned and tidied regularly not left to a specific weekend. Poor display when visitors arrive. Toilets also dirty. Both Ladies and Gents. Again, people cannot find the time to clean up after they use them.

Clubhouse after cleaned the bottom gap where the tin side meet the concrete is to be filled with expanding foam to help control the dust and spiders.

IMAC weekend 21st April sausage sizzle for Sunday lunch. About 15 pilots could be attending.

I have advised the committee that I will not be continuing as Secretary. The position will be vacant at the AGM. Paul also advised he also would not be standing for President. Dave Poynton will not be re-standing as Safety Officer. All positions are vacant members to be canvassed to see who can help.

Field purchase is at a stand still awaiting Ian's advice on whether the proposed subdivision is acceptable to him. We cannot proceed with valuation until Ian confirms that the subdivision is OK and he is still happy to proceed with the sale. AWA to be advised of the situation before their next meeting on the 18th April.

Scale Weekend 29th 30th September 1st October. See notes below.

Planning notes for scale weekend.

Last years poster to be revamped Paul to organise. Signs can then be distributed.

Kevin Jones and Ron Waller are to be approached to see if they can act as First Aid Officers on the main days. Anybody else in the club who has First Aid certificate who is available could help to share the time.

Vest to be provided for all Club Officials on the Day. CD, Safety Officer, First Aid.

Crowd control all parking to be directed to behind the clubhouse on the northern side.

Fence already open but drain needs to have pipes installed and covered now to enable compaction.

Entrance gate to be installed in fence to allow pedestrian entry to clubhouse and pits area.

Pit area no parking on scale day only drop off and pick up only. Area to be kept clear for canteen volunteers and First Aiders vehicles.

No parking signs to be made and installed. Bunting to be used to direct traffic to behind clubhouse. No parking on access road to be allowed at all. Scott to make signs and Roy will laminate.

Catering, Selwyn to be asked if he will do the function for the club. Saturday lunch, Sunday lunch, and Sunday meal. Larry and Tracey will set up tables in clubhouse and outside. People to be kept out of the clubhouse. Clubhouse to be used for set up and meal preparation. Better safety and hygiene if all people are kept out of the food handling areas on the days. Club or Catering co-ordinator to specify what help will be required and what dishes that will be needed and made up if any. Then volunteers will be called for. All people attending the meals to pay. Those people making up dishes are to be reimbursed for their costs.

An urn would be a better proposal on the day. Selwyn said he would look out for one. If any member can get a loaner, it needs to be there the weekend before.

Chip machines for the day. Roy said the power draw would be too high for the small generator. In addition, the safety aspect of hot oil in the confined area of the club kitchen would be a concern.

Ian Humphryson to be asked if he can provide the large generator again. Power and lights.

Larry to see if can get the Indian and Harley tents again.

Ice Cream, Hot Dog wagons were discussed but profits would go away from the club. Good idea but as our only major funds raiser we need to maximise club profits.

The club should start advertising now.

Should the club take advantage of any conventions if in town before the display? Like last year, a retiree's expo was held just prior to the Scale Rally.

Add for Winsock and contest calendar Larry to arrange when the poster updated.

Pilot briefing first thing in the morning and again at lunchtime on both days. This is to cover for late arrivals and anything that may come up in the morning.

Adds in Winsock to include a brief description what is on, what will be available in the canteen and times for the meals.

List to be reviewed and updated at each Committee Meeting and Club Meeting to ensure we have all things covered.

Get a commitment from Club members now for the weekend. Pencil it in now make sure that you the member are available to help on the day. Club committee to out line what specific tasks need to be done and get volunteers commitment now.

Committee Meeting closed 10.00pm