

Propwash

April 2010

From the President



Finally with the change in the whether it's good to see some of the old faces returning to the field so now all that needs to be done is the wind to stop! I suppose the rain is on the way, never the less good for the grass to grow.

Lachlan has achieved his solo flight in quick time so I suppose he will be punching holes in the sky regularly.

Please look out for the busy bee to be posted the more hands make the tasks a little easier

The field purchase is starting to gather a bit of momentum and hopefully it will be finalized soon and we can get on with some improvements to the field.

The application has passed through the council advertising, and finally approved by council.

Now DPI is waiting for the council to lodge the application with them and documents will be processed and then sent to Perth for approval by the minister etc.

Once the application has been approved and returned arrangements will be made to have the field pegged out/surveyed.

Even though the process to purchase the field is progressing well now it will still be around 4 ~ 6 months before finalization.

Woody with his building technique and Rowdy with his precision flying have amazed many model enthusiast with the Spruce Goose flights at events since it's completion.



Dates to Remember

Watch this space Busy Bee

Wanneroo Scale 15 / 16 May Flyin

From The Editor:

Welcome to the April 2010 edition of the Propwash news letter.

This edition's medical segment covers "*Anaphylaxis*"

the signs and symptoms and how to assist patients all on page 11.

Received no response to my request from last edition re the proposed SWARMS logo change, does this mean there is no interest in considering to up date it or did you all forget.

Interesting photos in this edition of the Spruce Goose making it's debut flying off water, it proved to be a very successful flying day with many club members making the trip down to the lake.

Some talk around the pits about the Wanneroo Scale rally to be held in May members indicating their interest to attend this event, if you are interested ask around, details on page 12.

Remember !!

All items / photos can be Emailed to me when ever they occur so they can be included in the next edition of the newsletter

Address, ronwaller@bigpond.com

Looking back over the previous five years with the club I have seen very little change in the Sunday flying activities, members turn up assemble their planes have a fly, a coffee, chat and then one of John's famous pies, pack up and go home again.

If members are happy doing that then that's fine, however, if you would like to change this occasionally and improve your flying skills I would like to hear your suggestions to look at change to make flying a bit more challenging or interesting. It has also come to my attention that there are not to many members who have attained any accreditation for their flying ability, ie, Bronze, Silver or Gold Wing ratings.

On pages 4, 5, and 6 of this issue of the magazine I have inserted documentation on the requirements for members to achieve these ratings, this can be achieved by discussing your intentions with either Scott or myself and arranging a suitable time to conduct the various disciplines required in each of the assessments.

At a lot of clubs in the state it is a requirement to have attained a Gold Wing status prior to flying at an inter club competition events. From my observation there are several members who perform most of the required maneuvers when they are going through their normal flying routines at the field now. So here is a challenge for you, give it a go.

The Gold Wings are also a prerequisite for your Instructors Certificate that I know many of you are only too keen to obtain to enable you to assist new members into the sport of aeromodelling.

There must be many other ways to make the Sunday flying a bit more challenging and interesting for members and I ask you for your suggestions here, this does not mean you have to be involves with arranging any suggestions you may have. Please contact me with anything that you may consider beneficial to both old and new members to stimulate and challenge them.

Ron Waller

Instructor SWARMS

The flying field is looking good at present with regular mowing being conducted, however, with the recent rains it can be expected to change dramatically particularly in the out field.

Attached below is a recent Aerial photo of the field just after mowing last year with the bails of hay spread around waiting for pick up.



THE LAWS OF REALITY

Law of Mechanical Repair

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity

Any tool, when dropped, will roll to the least accessible corner.

Law of Probability

The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers

If you dial a wrong number, you never get a busy signal and someone always answers.

Minor mishap at the field last Sunday, dead stick and landing strip not available at the time.



SOUTH WEST ASSOCIATED RADIO MODEL SOCIETY (SWARMS)
Treasurers Report for the Month of March 2010

Financial Statements

INCOME SUMMARY

Table with 3 columns: Description, Amount, Total. Rows include Fees (\$190.00), Donation (\$10), and Total (\$200.00).

EXPENSE SUMMARY

Table with 3 columns: Description, Amount, Total. Rows include AWA Fees (\$142.50), Keys cut for gate (\$60), Fuel (Boyanup Farm co) (\$100), and Total (\$302.5).

Cash at Bank End of March

Table with 1 column: Amount. Value: \$ 11,856.96

Monthly Outcome

Profit/Loss \$102.50

March 2010

Separator line of 40 dollar signs (\$\$\$\$\$\$)

A little boy was waiting for his mother to come out of the grocery store. As he waited, he was approached by a man called Terry who asked, "Son, can you tell me where the Post Office is?"

The little boy replied, "Sure! Just go straight down this street a coupla blocks and turn to your right."

Terry thanked the boy kindly and said, "I'm the new pastor in town.

I'd like for you to come to church on Sunday. I'll show you how to get to Heaven."

The little boy replied with a chuckle. "Awww, come on...

You don't even know the way to the Post Office.

I didn't know if my granddaughter had learned her colors yet, so I decided to test her.

I would point out something and ask what color it was. She would tell me and was always correct.

It was fun for me, so I continued.

At last, she headed for the door, saying, "Grandpa, I think you should try to figure out some of these, yourself!"



Lachlan goes solo !!

After several months of intensive training on the buddy line Lachlan achieved his goal, he flew his new plane solo on Sunday 4th April. Pictured here after the flight holding his plane, still in the same condition it took off.



The new Sky Raider prior to it's maiden flight.



Here's something to think about.

I recently picked a new primary care doctor. After two visits and exhaustive Lab tests, he said I was doing 'fairly well'.

A little concerned about that comment, I couldn't resist asking him, 'Do you think I'll live to be 80?'

He asked, 'Do you smoke tobacco, or drink beer or wine?'

'Oh no,' I replied. 'I'm not doing drugs, either!'

Then he asked, 'Do you eat rib-eye steaks and barbecued ribs?'

'I said, 'Not much... my former doctor said that all red meat is very unhealthy!'

'Do you spend a lot of time in the sun, like playing golf, sailing, hiking, or bicycling?'

'No, I don't,' I said.

He asked, 'Do you, party with friends, drive fast cars, travel a lot, or have a lot of sex?'

'No,' I said.

He looked at me and said,

'Then, why do you even give a shit?'

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Great truths that adults have learned:

- 1) Raising teenagers is like nailing jelly to a tree.
- 2) Wrinkles don't hurt.
- 3) Families are like fudge...mostly sweet, with a few nuts
- 4) Today's mighty oak is just yesterday's nut that held its ground..
- 5) Laughing is good exercise. It's like jogging on the inside.
- 6) Middle age is when you choose your cereal for the fiber, not the toy.

The weather was not the best for flying with strong gusty winds buffeting the strip, but as the morning progressed the wind abated a little and after I test flew the plane to trim it out and a refuel it was time for him to reluctantly take over the controls.

A third flight was called after another refuel this time it was Lachlan's turn, all the way this time, take off circuits, rolls and spins to my surprise then it was set up for landing. The first approach was a little too high and a bit hot and the plane bounced back into the air on touch down, full throttle and around for another approach. This time a more controlled descend seen a much better approach and the plane came to rest on the main strip with out incident.

Both Lachlan and Dad were pleased with the outcome of the flight, this was the first plane they had built and fitted out and there were only minor adjustments to be made prior to and during the maiden flight. I trust that this will be the start of a long association with model planes for them, the next thing will be to get Dad into flying now he has had some experience as the pit crew.



MAAA FLIGHT PROFICIENCY SCHEME
FLIGHT REQUIREMENTS & TEST CHECK SHEET
FIXED WING POWERED – BRONZE WINGS

This Test is to be assessed by an MAAA Fixed Wing (Power) Instructor or State Senior Instructor.

The requirements specified have been determined by the MAAA and are not to be varied.

Bronze Wings (Power) are awarded when a member demonstrates, in the course of one session, that he/she has the skills to perform the manoeuvres listed in the tasks below, in a competent manner and to the required standard.

This is to certify that AUS

of P/Code

Club **Note address on back of form if wings to be sent to Club**

has demonstrated the degree of proficiency in radio controlled flying of model aircraft to be awarded the MAAA Bronze Wings (Power).

.....
 Signature MAAA Instructor's Name (BLOCK LETTERS) AUS No. Date

At the successful completion of the test this form shall be completed by the Instructor and sent to the State Association.
Note: Wings will be sent to Pilot unless Club address is noted on back of this sheet.

1. **DEXTERITY**
 The pilot must be able to locate all the transmitter controls quickly without fumbling.
2. **THEORY**
 The pilot must be able to name all major components of the aircraft and define functions, including effect of controls, and have a thorough knowledge of safety rules and regulations.
3. **AIRFRAME & PRE-FLIGHT CHECK**
 The pilot checks the engine mounting, plumbing, centre of gravity location, security of under-carriage and signs of structural or covering problems that could affect flight eg. presence of warps which could affect trim. The pilot also checks that controls are neutral and control throws correct, and checks throttle setting, state of battery and performs a range check.
4. **TAKE OFF**
 The pilot demonstrates gradual application of power while keeping the aircraft straight, and using a little elevator to lift off, makes a gentle climb out with wings level until safe altitude is reached.
5. **TRIMMING**
 Pilot shows ability to trim the aircraft in flight. Displacement and re-trimming both the primary roll control and elevator should be demonstrated.
6. **PROCEDURE TURNS – One in each direction**
 The pilot's ability to perform the following steps in the procedure turn will be assessed.
 a. Level flight segments should be straight and level.
 b. Aircraft should pass directly over the landing area.
 c. Turns should be at a constant altitude.
 d. Turns should be completed in order that upwind and downwind tracks are superimposed.
7. **LANDING CIRCUITS**
 Pilot to demonstrate in both directions, as shown in the diagram in the MAAA Pilot Log Book, with all turns of 90 degrees. With high performance aircraft, the power needs to be reduced much sooner than at the turn onto base leg. The upwind and downwind legs are parallel to the landing strip. The first three legs are maintained at a constant height and a gradual approach angle is started at the beginning of the base leg.
8. **APPROACH & LANDING**
 Pilot demonstrates an engine assisted landing, using a suitable power setting that allows the model to descend, controlling nose attitude with elevators (airspeed), and using the throttle to stabilise the rate of descent. The aircraft should be flown over the threshold at an altitude of about 1.5 metres, the throttle closed gradually, and the round-out or flare initiated. The "hold-off" period is then commenced where the aircraft is gradually allowed to sink and settle on the ground in a slightly nose high attitude.
9. **SIMULATED DEAD STICK LANDING**
 At a safe and high position, the pilot will reduce the throttle to idle and perform a descending circuit to show his/her ability to safely glide the model without engine power to a position where a landing approach can be executed.



FLYING PROFICIENCY EXAMINATION SILVER WINGS

The following schedule is designed to assess an individual's proficiency in the knowledge and operation of fixed wing radio controlled miniature aircraft. It is a prelude to the Gold Wings schedule and many of the manoeuvres are the basic building blocks to far more complex manoeuvres. The pilot attempting these manoeuvres is not expected to display manoeuvre excellence only a reasonable level of flying proficiency.

1 INTO WIND TAKE OFF	2 L - R / R - L PROCEDURE TURN	3 L - R / R - L INWARD EIGHT	4 L - R / R - L OUTWARD EIGHT
5 L - R / R - L 2 INSIDE LOOPS	6 L - R / R - L INVERTED PASS 5sec	7 L - R / R - L 2 AXIAL ROLLS	8 L - R / R - L IMMELMAN TURN
9 L - R / R - L STALL TURN	10 INTO WIND TOUCH AND GO	11 INTO WIND RECTANGULAR CIRCUIT AND LANDING	

QUESTIONS:

1. Explain the technique for executing a two turn spin?
2. What is a procedure turn used for?
3. Explain the technique for executing a positive snap roll?
4. Explain how wing dihedral makes an aircraft more stable?
5. Define what is meant by the terms:
 - a. Wing root chord
 - b. Wing tip chord
 - c. Thrust line
 - d. Wing loading
 - e. G loading or force
 - f. Aspect ratio
 - g. Laminar airflow
 - h. Wingtip vortex
6. What effect is noticed on an aircraft with a Centre of Gravity "C of G" too far aft?
7. What manoeuvre is a "go around" and what is it used for?
8. What is the maximum dry weight a model aircraft can be before a large model inspection and approval to fly must be carried out?

THIS IS TO CERTIFY THAT:-

Name: _____

Of: _____ CLUB: _____ AUS No: _____

Has successfully passed the Silver Wings practical and Theoretical examination via approved



M.A.A.A. FLIGHT PROFICIENCY SCHEME
FLIGHT REQUIREMENTS & TEST CHECK SHEET
FIXED WING POWERED – GOLD WINGS

This Test is to be assessed by an M.A.A.A. Fixed Wing (Power) Instructor or State Senior Instructor.

The requirements specified have been determined by the M.A.A.A. and are not to be varied. Gold Wings (Power) are awarded when a member demonstrates, in the course of one session of not more than 4 consecutive flights, that he/she has the competent skills as set out in the manoeuvres listed below.

This is to certify that _____ AUS
 Of _____ P/Code
 Club _____ Note address on back of form if wings to be sent to Club

Has demonstrated the degree of proficiency in radio controlled flying of model aircraft to be awarded the **M.A.A.A. Gold Wings (Power)**.

Signature _____ M.A.A.A. Instructor's Name (BLOCK LETTERS) _____ AUS No. _____ Date _____

At the successful completion of the test this form shall be completed by the M.A.A.A. Instructor and sent to the State Association together with the fee of \$6-00 for the processing and award of the M.A.A.A. Gold Wings (Power). Cloth Gold Wing badges are also available for \$2-50.

Note; Wings will be sent to Pilot unless the Club address is noted on back of this sheet.
 This flying Proficiency Examination must be completed in not more than four flights. The flights may be undertaken on two separate days. Weather conditions, i.e. wind direction and type of aircraft, i.e. Trainer, Sports or Aerobatic must be allowed for.

	Manoeuvres	Flight 1	Flight 2	Flight 3	Flight 4
1.	Pre-flight - Dexterity with equipment - Theoretical knowledge - Pre-flight checks				
2.	Start-up, taxi and positioning for take-off				
3.	Take-off				
4a	Outward Figure of Eight, left to right.				
4b	Outward Figure of Eight, right to left.				
5a	Inward Figure of Eight, left to right.				
5b	Inward Figure of Eight, right to left.				
6a	Procedure Turn, 90° to 270°, left to right.				
6b	Procedure Turn, 90° to 270°, right to left.				
7a	Immelman Turn, left to right.				
7b	Immelman Turn, right to left.				
8a	Three Inside Loops, left to right.				
8b	Three Inside Loops, right to left.				
9a	Cuban Eight, left to right.				
9b	Cuban Eight, right to left.				
10	Spin, three turns.				
11a	Inverted Flight, five seconds, left to right.				
11b	Inverted Flight, five seconds, right to left.				
12a	Three Horizontal Rolls, left to right.				
12b	Three horizontal Rolls, right to left.				
13a	Landing Circuit, left to right.				
13b	Landing Circuit, right to left.				
14	Landing, roll-out and stop.				

Spruce Goose makes it to the water !!

After several very successful and impressive flights from solid runways the Spruce Goose finally made it's debut on water, designed as a float plane it looks more at home on the water. A flying day was arranged at Flinders Bay and a number of club members made the trip to experience a first, the Goose finally flying off water.

From all reports this was a very successful day out with a variety of float planes flying on the day, it proved to be an ideal location for this historic event. The day out was so successful that there are already talks taking place to repeat this in the future, so here is an opportunity for members to construct a float plane and be part of a day on the water.

Several photos of this memorable event are included in this issue along with other float plane activities on the day, these photos could become collectors items in the future as this is rewriting the history books on the Spruce Goose.

Final discussions take place between builder and pilot prior to maiden flight off water.



Gentle hands caress the plane as it is lowered into the water for the first time.



Motors, all eight of them at full revs, water everywhere as it heads off:



Spruce Goose leaves the water and heads skywards, off water for the first time:



What an impressive sight, the Goose in full flight:



Thank you to Lachlan for the quality photos in this edition, it is not easy to photograph model planes in flight, however, the size of the Spruce Goose makes it a little easier.

The skill of the pilot, Rowdy, also makes it a little easier with his precision flying of the Goose.

Low passes are what impresses spectators with this large model and Rowdy does it so well:



Two motors have stopped here but the Goose still continues to impress:



On final approach for touch down after another impressive flight:



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My young grandson called the other day to wish me Happy Birthday. He asked me how old I was, and I told him, 62. My grandson was quiet for a moment, and then he asked, "Did you start at 1?"

Back on the water again proving that the Spruce Goose can successfully fly from both land or water, not like the original plane with it's unsuccessful attempts to actually fly:



The plane being lifted from the water after the flight:



Maybe Woody should have been around when Howard Hughes was construction the original Spruce Goose, for he has proved that it is possible to build a model of this scale and have it fly very successfully off land or water.

Ian prepares his model float plane for flying:



A well presented "Beaver" float plane:



Three bodies turn up at the mortuary, all with very big smiles on their faces. The coroner calls the police to tell them his results after the examination.

"First body: Frenchman, 60, died of heart failure while making love to his mistress. Hence the enormous smile, Inspector", says the Coroner.

"Second body: "Scotsman, 25, won a thousand pounds on the lottery, spent it all on whisky. Died of alcohol Poisoning, hence the smile."

"And what of the third body?" asked the Inspector.

"Ah," says the coroner, "this is the most unusual one. Paddy from Belfast, 30, struck by lightning."

"Why is he smiling then?" inquires the Inspector.

"He thought he was having his picture taken."

??

Grahame prepares for a flight:

Scott prepares for a flight:



And away he goes:



I thought that the floats were designed to be on the water here Grahame, could be evidence of unsuccessful landing !



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Children's Logic:

"Give me a sentence about a public servant," said a teacher.

The small boy wrote: "The fireman came down the ladder pregnant." The teacher took the lad aside to correct him.

"Don't you know what pregnant means?" she asked. "Sure," said the young boy confidently.

'It means carrying a child.'

“Anaphylaxis”

Anaphylaxis is a severe and sudden life threatening allergic reaction. It develops when a person is sensitized to food, medication, insect venom or even latex rubber.

Main triggers to this condition are:

Food: Nuts, Cows Milk, Eggs, Fish, Shellfish, Soy products.

Most people will develop tolerance overtime except in the case of nuts, fish and shellfish, these are normally a life-long allergy.

Medication: Penicillin is the most common, but that is still rare and occurs during IV use. Other medications include: Aspirin, Ibuprofen, Pethidine, Codeine, Morphine.

Venom: Bees are the most common cause, however, wasps can also be a trigger.

Effects of Anaphylaxis:

Skin -Hives which is generalized, red, raised and or itchy. Face – Swelling of the throat, lips and tongue make it difficult to breathe and speak.

Lungs – Continuous cough, noisy breathing, hoarse voice. Difficulty in breathing or swallowing.

Heart - Increased heart rate. Rapidly decreasing blood pressure, fainting, blood vessels will dilate and leak.

Stomach - Abdominal cramps, nausea, vomiting, or diarrhea or the urge to pass stools.

Anaphylaxis is most dangerous when the lungs and blood vessels are involved.

Airway passage to the lungs constrict allowing less oxygen into the body.

Blood vessels dilate causing loss of blood volume with a subsequent drop in blood pressure, which can lead to shock.

The main focus on treatment is to manage the airway, if patient is conscious ensure they are sitting up, if unconscious and patient is breathing place them into the recovery position and monitor breathing.

Call an ambulance immediately and monitor, if patient stops breathing commence CPR without delay and continue until ambulance arrives.

An Epipen containing adrenalin is designed to assist patients suffering from an anaphylactic shock, if there is one available assist with the administration of the adrenaline.

The adrenaline contained within the Epipen rapidly constricts the blood vessels, relaxes the muscles in the airway and lungs, reverses swelling and stimulates heartbeat, thereby reversing the most dangerous effects of an anaphylactic reaction. This does not however replace medical help, Adrenaline provides the casualty with emergency therapy but immediate follow up care by medical professionals will provide the causality with full treatment necessary to encounter an anaphylactic episode.

The effects of the adrenaline last between 10—20 minutes so the casualty requires urgent medical aid follow up. For up to 35% of people a single dose from the Epipen may not be enough to stop the effects of an anaphylactic reaction, so they may need a second dose.



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A second grader came home from school and said to her grandmother, "Grandma, guess what?

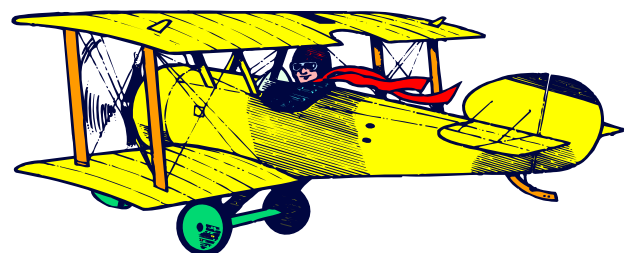
We learned how to make babies today."

The grandmother, more than a little surprised, tried to keep her cool.

"That's interesting," she said, "how do you make babies?"

"It's simple," replied the girl.

"You just change 'y' to 'i' and add 'es'."



Catch you when we fly into the next edition in 2010!!

WANNEROO AEROMODELLERS

SCALE MODEL WEEKEND MAY 15TH-16TH 2010



PERRY RD, PINJAR.

ALL SCALE FIXED WING MODELS WELCOME.

Bring your scale model along and fly in a relaxed atmosphere at the best and friendliest club in the west.

Refreshments can be provided from the canteen for a moderate fee.

Facilities for overnight camping (toilets – barbeques) are available.

MODELS ON DISPLAY – SPRUCE GOOSE – BI PLANES – GLIDERS – DELTA WINGS – TURBINES - ELECTRICS

Contact details : Adrian Byrne 0429923754 email: wannaero@iinet.net.au

Intending participants are asked to show MAAA cards to the Safety Officer on arrival