



Propwash

From the President



Another couple of months must have passed as Ron is busting my chops for “a word from the President” article for the illustrious Propwash. All good Ron I need prodding now and then. This edition sees a resignation amongst the ranks as Ian Clapp has stepped down as Treasurer with immediate effect. We will require someone to put their hand up for this role at the next meeting. So if you’re good with numbers then have a go and we will help you.

Since the AGM we have been able to install piping and wiring through a trench from the shed to the water tank (Coming) and the pits area. Great work by those involved on this project and will make a difference at events such as the funfly that is soon upon us.

There has certainly been enough rain lately to fill the tank few times over. Having power and lighting to the pits shed is also a bonus especially for those night flying.

September will see the annual SWARMS Funfly held over the King’s long weekend. Normally a well attended event and should the weather gods be kind to us there is no reason for this one to be any different.

If you can at all help please let us know as any amount will be greatly appreciated. I unfortunately wont be able to attend as having started a new job will be unable to get away but I am sure you all will put on a good event.

What is looking good is the raffle as we have already attained some good prizes so don’t be shy when the tin is rattled your way.

August 2024

Also on the horizon will be the EDF day. Not sure a date has been picked but stay tuned and get those EDF’s ready to roar.

Thank you to those that have been sprucing up the canteen. I know Trevor and Eddie have been involved and a couple of other apprentices as well. It will be looking great for the long weekend. Over to Ron now to elaborate on all things SWARMS and model flying.

Cheers
Bill Darnell



SWARMS Fun Fly weekend event.
Saturday 21st Sunday 22nd Sept 2024

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 meat and salad or sweet to share.

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

Food drinks and limited “Free” camping available

Night flying Raffle prizes

Victory Road Elgin
www.swarms.org.au

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From the Editor

Time is marching on to the stage where we are almost at that time of the year for the SWARMS Annual Funfly weekend.

A lot of water has passed under the bridge since the last event was conducted and each year these weekend are enjoyed by a lot of model enthusiasts with a vast variety of model on display and in the sky. Make sure you have this weekend listed in your things to do in September and come along and enjoy the flying and camaraderie over the weekend.

We are getting a few good prizes that have so far been donated for inclusion in the raffle to be conducted on the day, this sort of generosity is really appreciated by the club.

Welcome back to Steve Green who has been absent from flying for some time due to a serious hand injury he sustained, he had a recent tryout on the sticks and proved it to be achievable again so made the decision to get back into the hobby that he has enjoyed for many years.

A “BIG” congratulations to Matt Cabala and his wife who recently had an increase in their family, a Son. SWARMS are working closely with the AFL to adopt their “Father Son” ruling and if successful we will see little Matt flying at the SWARMS field in the future.

I have in my possession a quantity of Klotz synthetic oil used for the mixture of nitro fuel and it is available at a very reasonable price. *The sales pitch*, it is around \$50 a litre to purchase from the hobby shop that is if you can get it, this is going out at \$20 a litre and the funds will go into the club account.

If anyone is interested in obtaining any of this oil at this stock clearance reduced price don't hesitate to get in touch with me.

I was recently asked to provide an article for the next edition of the MAAA Wingspan magazine so I accepted the challenge and went to work on what I thought might interest other club readers around Australia.

The area I focused on was the history of the SWARMS field post the take over by MAAA back in 2012, what we had when this deal went through up to what we have today and looking back a lot has been achieved by the members to improve the facilities.

I will not elaborate any further you can read all about it in the next Wingspan, for those who do not get copies I will email it to all members when it has been produced later in the month. (If the article gets printed)

With the change in seasons now moving into Spring we may see a few more weather friendly Sundays so we can enjoy a bit more flying, the wind has been very persistent over the past couple of months which has reduced the time in the sky dramatically, the weather is one thing we cannot control so we just have to enjoy what we have when we have it.

Success

A successful man is one who makes more that his wife can spend. A successful woman is one who can find such a man.

7 days without flying makes one weak !!

“The three most useless things to a pilot”

Altitude above you

Runway behind you

The air in your tank.

You think that swimming with dolphins is expensive.

You want to try swimming with sharks.

It cost me an arm and a leg.

Dad, there were three men in a boat. They have four cigarettes but nothing to light them with.

Family, Ok so ?

Dad, they threw one overboard and the whole boat becomes a cigarette lighter.

A bad attitude is just like a flat tyre.

It won't get better until you change it.

Sunday 16th June seen a reasonable turn up for a quick busy bee to back fill the edges of the North/South runway that had been eroded during the long hot summer months. The sand and soil had dried out and been blow away from the concrete edges and with a little bit of effort in was all repairs within the hour and it was back to flying.

Can you pick the Shire trained Workers here: ↓



Many hands make light work on any project and this was no exception.



Ed said, "That's it I am finished and I am now going flying".



With the recent discussions around the purchase of a tractor for the field maybe we are shopping in the wrong places. Not sure who he is talking to but it looks promising.



Why did the airplane break up with the helicopter? They were just on different flight paths.

Do you know what happened when I tried airplane mode for the first time? I threw my phone, but it didn't fly.

How do airplanes say goodbye? They wing it.

Eddie Meester the proud owner of this new Eternity Light F5J glider he has been sorting it out during early flights and with it's 4 Metre wing span and very conspicuous colour scheme it is easy to identify in the sky.



**Glider details:
Eternity F5J 4 metre wig span,
Light motor Tenshock 1515-15T.
YGE65 ESC
650 mah 95C battery
Propeller 13-8 AUW.
1272 grams.**

It will be very impressive in the sky when all the fine tuning is complete and he gets into some serious gliding over the field with it.

I recently ticked up this Pawnee Agwagon from an exmodeller and fitted it out with an electric motor, has had a maiden flight and proved to be very good in the sky.



Matthew Cabala recently completed the build of a new Corsair model had it certified and did a successful maiden flight, now you have to be happy with that.

**Blackhorse Corsair 50cc ARTF
EME 60cc motor - 23x10 prop
Air up/down retracts**

Matthew spent 4 months slowly building. Several modifications including internal electrics and tank layout, modified to have separate pull pull rudder rather than one piece (rudder and tail wheel), deleting the pilot (who was overweight enough that I would have had to add 400g of lead to the nose for him to ride along), and general reinforcing such as additional glue and fibre glassing the firewall and motor box. The overall flying weight when completed was 10kg.

Matt and his co-pilot pictured after the successful maiden flight.



The Corsair models look very impressive in the air they have a real presence when in full flight.



Precision flying by the Roulettes, they do not leave much room for error. The PC 21 does look impressive with smoke on during their flying routines.



I have been doing the club newsletter, Propwash, for the past 17 years now and have been very conscious of spelling errors as I compile each copy, this means checking that I dotted the I and crossed the T's

And then today I get this turn up.

It is amazing how easy this is to read so the next edition may be very similar, do this and I could probably reduce the number of pages also, but, would it have the same effect.

FOR THOSE OF YOU WHO HAVE TROUBLE SPELLING * !!!!TRY THIS!!!!
 AOCDRNDICG TO RSCHEEARC
 AT CMABRIGDE UINERVTSY , IT
 DSENO'T MTAETR WAHT OERDR
 THE LTTRES IN A WROD ARE, THE
 OLNYPROAMTNT TIHNG IS TAHT
 THE FRST AND LSAT LTEETR BE IN
 THE RGHIT PCLAE. TIHS IS
 BCUSEAE THE HUAMN MNID DEOS
 NOT RAED ERVEY LTETER BY
 ISTLEF, BUT THE WROD AS A
 WLOHE. IF YOU CAN RAED TIHS,
 PSOT IT TO YUOR WLAL.

This may be a good bit of advice here for you Troy before you get into the same situation.



It is good to get an email advising that an exmodeller is moving house and has a quantity of RC equipment that had been accumulating over the years and it was not part of the removal plans, a bit concerned when this email actually came from the wife.

After several contacts the last email stated that we are moving and it isn't, so if no one is interested it is going to the tip.

I went to Yallingup to pick up what I thought was a small quantity of planes and equipment only to find there was a considerable amount of items that were going out.



These were part of the collection all new planes one partially built the others the parts were every where.

They had been a bit neglected in the garage over the years and had accumulated large amounts of dust



These were put together for the purpose of photos prior to them being picked up by members.

The amount of dust on this war bird would certainly upset the C/G.



This new Seagull Swift trainer came out of my workshop recently, it has been constructed for Amelia Tonkin who has currently going through her training on an Apprentice model, Dad Jeff, made the choice to go electric over Nitro on this plane so it has been fitted with electric motor 70amp ESC and a 10-7 propeller. It has had it's maiden flight and has been trimmed out and is very stable in the air.

Amelia has shelved the Apprentice now and focused on the Swift as this is a step into the next phase of her flying and hopefully there are many happy flying hour ahead.



This fully constructed Tornado model was also picked up from a hanger clean out recently, it was in new condition never been built with pieces found in a variety of places around the shed it is now fitted with a 46 OS nitro motor.

With an estimate on the C/G location the maiden flight has been completed (partially) the trim was out to the left and whilst trying to correct it the battery alarm went off on the radio so had to make a landing, all good a bit more to trim was required on next flight. All good now.



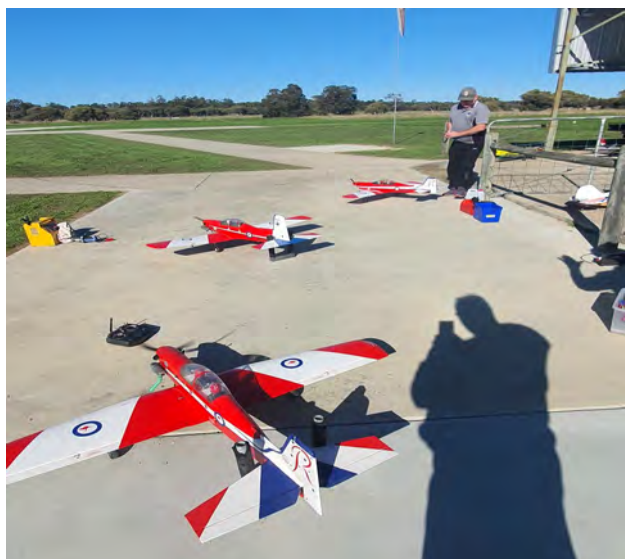
Sunday the 30th was day that had been arranged by Troy to get three PC 9 models to the field to do a bit of flying around as a group, this all started out well with two nitro planes and one electric lining up to go skywards.

The models involved were owned and flown by Troy, Marcus and Ron.

Getting things arranged for starting the models in the pit area.



The two nitro planes positioned in the start up pegs whilst the eclectic model waits patiently for the tuning process to be completed.



What is common between climate change and Microsoft Excel? They have both been around since the '80s, and the boomers still don't get it.

What is the similarity between a nonresponsive program on Windows and a man who is in a coma? Either you wait for it to respond or move on.

All three planes positioned on the runway final preparations and checks being conducted prior to take off.



Cleared for take off, all three progressed down the runway and were airborne in no time with a slight turn to the right and gaining some height it was time to attempt to get into some form of "Formation" or at least fly within close proximity of each other.

Not sure how many have tried to maintain a constant pace with another model and perform something that looked a bit similar in manoeuvres to the other planes but it is not easy to accomplish.

With Ed Meester on camera in an effort to get all three planes on a low flight past in one lens shot was almost impossible for him to achieve, we believe he needs a bit more practice or a bigger lens.

After some time trying to get a bit of flying in close proximity of each other Troy went dead stick, on landing it was found that it was caused by his muffler bolts coming out.

I then had a glitch that caused a wing dip to the right which went into the ground and whilst retrieving the remains of this terminal incident Marcus has a wing tip stall on landing causing some damage to his plane.

Was Troy's suggestion to fly all three at once a good one, Marcus and Myself probably think not.



Sunday 30th June, what a great day for flying and a great day to finish off the flying year. The pits were packed to overflowing with extra model setup tables required to accommodate the masses, it was standing room only in the pits.



During the morning sitting in the sun I was trying to figure out what brought this amount of members to the field all at once, was it the weather, was it the comradery of a social gathering on a fine Sunday?

And then it dawned on me, this was the last day of their membership fees for the 2023/24 flying year as they expire at Midnight on the 30th and they were trying to get value for money and catch up on the days that were not so good for flying during the year.



Or could this be the reason attendance had increased, Trevor Wilson the newly elected Canteen Manager is spoiling members with choices, he is currently running with an A La Carte menu

Pies, Hotdogs, Pizza and Hot chips



This was Bi Plane corner with a few more parked a bit further away waiting for some time in the sky.



Two guys, one old timer and one young, are pushing their carts around Bunnings when they collide. The old timer says to the young guy, 'Sorry about that. I'm looking for my wife, and I guess I wasn't paying attention to where I was going.'

The young guy says, 'That's OK. It's a coincidence. I'm looking for my wife, too. I can't find her and I'm getting a little desperate.'

The old guy says, 'Well, maybe we can help each other.'

What does your wife look like?'

The young guy says, 'Well, she is 24 yrs old, tall, with blonde hair, big blue eyes, long legs, big boobs, and she's wearing tight white shorts, a halter top and no bra.'

What does your wife look like?'

The old timer says..... 'Doesn't matter --- let's look for yours.'

' Most Old timers are helpful like that!'



With all the drama going on in the world each day there are people who a struggling to stay on top of things, then there are others who would like to help but do not know where to start, here are a few tips on how to start the conversation.

Instead of saying, "I know what it feels like" let's say "I cannot imagine your heartbreak".

Instead of saying, "You're strong, you'll get through this." let's say " You'll hurt, and I'll be here.

Instead of saying, "You look like you're doing well." Let's say, "How are you holding up today?"

Instead of saying, "Healing takes time". let's say "Healing has no timeline".

Instead of saying, "Everything happens for a reason." let's say "This must feel so terribly senseless right now".

And when there are no words to say at all, you don't need to try and find some. Love speaks in silences too.

Lets all try to make this world a better place to live following on from the recent successful,

"Are you OK Day"

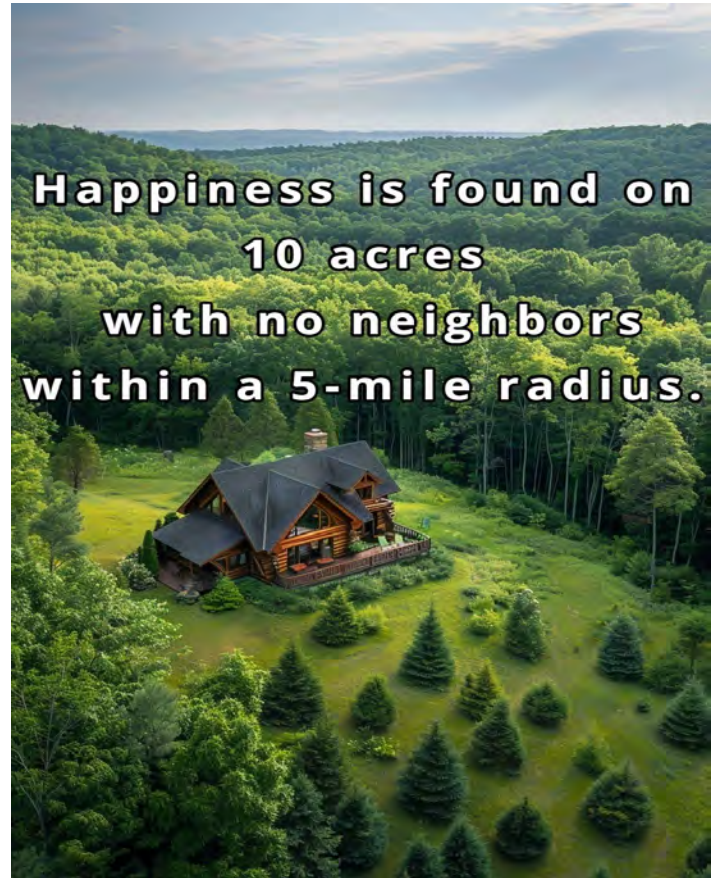
What's the difference between a Bad joke and a Dad joke ?

The first letter.

Would be a bit of a surprise for this drone pilot if he was flying with FPV goggles on this flight.



I have heard a whisper this could be Troy's prospective home in Tasmania if you are in the region don't hesitate to drop in for a coffee. I will try and get an address for you at the earliest opportunity.



Things people actually said in court,

ATTORNEY: What gear were you in at the moment of the impact?

WITNESS: Gucci sweats and Reeboks.

ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

ATTORNEY: Were you present when your picture was taken?

WITNESS: Is this a trick question?

ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard.

ATTORNEY: Was this a male or a female?

WITNESS: Guess.



To any woman reading this it relates to RC modeling only and nothing to do with the choirs about the house.

Do women ever sit back and think "my man sure does know alot, maybe I should just be quiet and listen to him"

If you need a laugh, try reading through these Irish children's science exam answers:

Q: Name the four seasons.

A: Salt, pepper, mustard and vinegar.

Q: Explain one of the processes by which water can be made safe to drink.

A: Flirtation makes water safe to drink because it removes large pollution like grit, sand, dead sheep and canoeists.

Q: How is dew formed?

A: The sun shines down on the leaves and makes them perspire.

Q: How can you delay milk turning sour? (brilliant, love this!)

A: Keep it in the cow.

Q: What causes the tides in the oceans?

A: The tides are a fight between the Earth and the Moon. All water tends to flow towards the moon, because there is no water on the moon, and nature hates a vacuum. I forget where the sun joins in this fight.

Q: What are steroids?

A: Things for keeping carpets still on the stairs.

Q: What happens to your body as you age?

A: When you get old, so do your bowels and you get intercontinental.

Q: What happens to a boy when he reaches puberty?

A: He says good-bye to his boyhood and looks forward to his adultery.

Q: Name a major disease associated with cigarettes.

A: Premature death.

Q: What does "varicose" mean?

A: Nearby.

Q: How are the main parts of the body categorized? (e.g., abdomen)

A: The body is consisted into three parts -- the brainium, the borax and the abdominal cavity. The brainium contains the brain; the borax contains the heart and lungs, and the abdominal cavity contains the five bowels A, E, I, O, and U.

Q: What is the fibula?

A: A small lie.

Q: What does the word "benign" mean?

A: Benign is what you will be after you be eight.

???????????

Found this interesting article in the archives from August 2007 from President of AWA at the time, no details available as to the outcome of the teachers condition.

Safety Issues are Important:

Just a short note to advise that I have been in touch with Comet Bay College regarding an incident at the college on Thursday the second of August 2007 in the late afternoon.

It would appear that a new teacher who has moved to Perth from the USA was flying his helicopter on the school oval as demonstration of the aircraft. He lost sight of the aircraft when the aircraft was flown into the sun.

When regained sight of the aircraft it was flying directly towards the principal of the school and he was unable to change direction in time. The aircraft struck the principal in the left side of the head.

She is now in a coma in hospital and has not regained consciousness. There seems some hope that she will live and the next couple of days will be critical in her recovery.

The teacher does not appear to have been a member of a club in WA. This is a very sobering reminder in the importance of keeping aircraft a safe distance from other pilots and members of the public.

We will keep in touch with the school and advise as further information comes to hand.

President, Aeromodellers of WA

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Pilot Profile:



Name: Dennis Milligan

Occupation: Draftsman / Courier Driver

Favourite Transmitter: : Radiomaster TX 16s

When did you start model flying and why?:

1963 ... control line ..then 2013 joined SWARMS, Had a 50 year break for life's more important duties.

Most Expensive crash:

None really ... they're all fixable

What has been your most memorable flying moment?:

First successful landing

What flying moment would you most like to forget?:

None

What inspires you most about the hobby?:

Creating successful flying things

How tidy is your workshop?:

None tidier (you wouldn't ask this question if you knew my wife)

What is your biggest design failure and why?:

Experimental build using all Corflute materials. Disappointing flight characteristics, Almost caused my test pilot to have a mental breakdown.

What is the best lesson life has taught you?:

Don't build with Corflute

What keeps you awake at night?:

Nothing

Who has inspired you most in life?:

My Parents

What is your all time favourite model and why?:

C5 Buffalo, A successful challenge... To build from scratch without plans and a lot of input from a couple of good mates.

What makes a successful R/C Builder / Pilot?:

Persistence and a lot of patience.

Where do you see electric flight progressing into the future?:

Improvements with technology Yes, but I think it is pretty much already where it's going.

What interests do you have outside R/C modeling?:

Family and friends

What makes you angry?:

Idiots on the road

What makes you happy?:

(No idiots on the road) A good landing

Finish this sentence: The hardest thing I have ever done was:

Delivering my Fathers Eulogy

How would you like to be remembered?:

For who I was

The problem corflute model.



Buffalo under construction.



Buffalo's successful maiden flight.



One of the most debilitating things for anyone to experience in life is a Stroke, however, if the signs and symptoms are identified early it can change the long term outcome of the recovery, as we get older the risk of stroke increases.

A few very good tips on how to identify and respond to a stroke by following the **F.A.S.T.** procedure.

ABOUT STROKE !!

A stroke occurs when an artery taking blood to the brain becomes blocked or bursts. As a result of a stroke, brain cells are damaged and functions controlled by that part of the brain are paralysed.

Partial paralysis of the body or speech problems are common.

Signs and Symptoms. • Weakness or numbness or paralysis of the face, arm or leg on either or both sides of the body. • Difficulty in speaking or understanding. • Dizziness, loss of balance or unexplained fall. • Loss of vision, sudden blurred or decreased vision in one or both eyes. • Headache, usually severe and abrupt onset or unexplained change in the pattern of headaches. • Difficulty in swallowing.

A quick recognition acronym is **FAST**

Facial weakness

- Can the casualty smile?
- Has their mouth or eye drooped?

Arm weakness

- Can the casualty raise both arms?

Speech difficulty

- Can the casualty speak clearly / understand what you say?

Time to act fast

“Urgent Medical Aid.”

Management: - Urgent Medical Aid - Reassure the patient. If the patient is conscious:

- Ensure the airway is clear and open
- Support the head and shoulders on a pillow

- Maintain body temperature
- Wipe any secretions from the mouth.

If patient is unconscious and breathing:

- Place into the recovery position
- Monitor airway and breathing.

Specific information needed for hand over to Ambulance Crew or Medical Staff:

- When did it happen.
- Was it sudden or slow onset.
- How did it effect the patient.
- Any relevant information provided by bystanders.

It is very important for these patients to be transported urgently to medical aid, medical intervention is necessary ASAP after the stroke in an effort to prevent any long term paralysis.

It is important to determine the time of the stroke as the medication that works well with stroke patients must be administered with in **three** hours of the stroke occurring.

Be supportive of the patients emotionally, be aware a stroke patient may have full mental and hearing faculties but have paralysis to face and limbs.



A woman walked into the kitchen to find her husband stalking around with a fly swatter. What are you doing?" She asked. "Hunting Flies" He responded. "Oh! Killing any?" She asked. "Yep, 3 males, 2 Females," he replied. Intrigued, she asked. "How can you tell them apart?" He responded, 3 were on a beer can, 2 were on the phone.

“Plane Sale”

The following planes have become available for purchase as a result of hanger congestion.

Each Jet shown here is available @ \$150 each, they all come with Spektrum receiver no batteries.



\$150



Foam Extra fitted with Spektrum receiver no battery @ \$250



\$150



Large Cub fitted with Spektrum receiver, no battery @ \$250.



\$150



Twin engine electric Otter fitted with Spektrum receiver, no battery has set of floats. @ \$200



\$150

All planes are sold as seen, as indicated all models come with Spektrum receiver just fit battery bind and ready to fly.

For expressions of interest contact Chris Saxton on **0400 732 232**

Flashback!

We have come a long way from the facilities we previously had, it was not uncommon to arrive at the field for a flying session only to find the runway surface matting has been blown away. Most of the day was spent retrieving it and putting it back in place.



The start of a new era, matting removed permanently earthworks commence to level and compact the surface ready for concrete.



East/West runway in final stages of completion with the helicopter doing the final touches ready for the backfill.



North/South taxiway matting being removed in preparation for a new concrete surface.



Boxing completed concrete pour begins.



What is the name of the movie in which the pilots fight each other to park their planes at the end of the day? 'The Hangar Games'.

After every flight, pilots fill out a form which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, then pilots review them before the next flight.

Never let it be said that ground crews lack a sense of humour. Here are actual maintenance complaints submitted by pilots ("P") and solutions recorded ("S") by maintenance engineers:

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit
S: Something tightened in cockpit

P: Dead bugs on windshield.
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what friction locks are for.

P: IFF inoperative in OFF mode.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to: straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
S: Took hammer away from midget.

I rear-ended a car this morning...the start of a REALLY bad day!

The driver got out of the other car, and he was a DWARF!!

He looked up at me and said 'I am NOT Happy!'

So I said, 'Well, which one ARE you then?'

That's how the fight started.

Maybe these PAPI lighting indicators could be installed at the field and be of benefit to model pilots also when on final approach to landing. FPV vision goggles would certainly assist with the correct angle to descent onto the runway for perfect landing every time, but would it take the challenge of landing out of the equation.



There is always an opportunity to share your stories, build projects and maiden flight successes in this newsletter .

If you would like to share a page in the next edition don't hesitate to contact me and it can be arranged.



Catch you when we fly into the next edition in 2024. Happy Flying, regards Ron.

