



## Propwash

## June 2024

### *From the President*



### *Presidents report presented to the AGM 9th June.*

This time last year you were all, if not all then some, sitting here listening to me do the President's report same as now. The committee elected on that day are as is before you now. One stipulation of that election was that Andrew McAuley could only carry on for another few months while we found another secretary.

Nothing formal happened in this area except another great clubman came to the rescue and took the reins, thank you Ron. If these people, like Ron, don't do this then the club would suffer immensely especially in the role of secretary. As we are about to carry out an election just take a second and think if you could spare a little time to help out in any of the roles open after this speech.

Once again this last flying year we lost another great member from our group in Rob Woodhead. Rob even to the end was thinking big and that plane is out there getting ready to fly for him. No doubt he is up there somewhere in the throws of making another giant model. We hosted our fun fly event over the 23/24 September but this time, due to a lack of RSVP's, there was no Saturday night dinner.

The Saturday had a bit of wind but still could fly but Sunday was better and a lot of flying ensued. Beef and gravy rolls were the order of the day and went off spectacularly. A great raffle prize from Hobbytech saw 200 \$5 tickets purchased and a good return for the club.

Those who stayed for the Monday had even better weather to fly in. Overall a great event again put on by the club and everyone commenting on the facilities.

Next on the list was the CASA application for 1000ft approval. In the end Ron prevailed and it all became too hard for CASA so we have approval for a couple more years until they can look at it. The whole point is you CAN go above 1000ft at any time BUT you are not to loiter there. Go figure. Anyway thanks again from me Ron for your Control of the situation.

The club acquired a new fire trailer thanks to a Bendigo bank donation and grant this year. You may have seen it in the shed but do get familiar with it as you never know when you may need to help in using it. Once again the club hosted an EDF day in November which had a reasonable showing considering the weather.

I am sure this event will take hold as the number of EDF's around have sky rocketed. The next event held at SWARMS was the ANZAC day event. Even with the weather not being kind on the day there was a reasonable turn out to this event. May saw the jet boys asking to hold some flying at the field. Although not great numbers does not necessarily mean a great weekend wasn't had by those that did attend. The jets certainly had a good time as did those that had EDF's there. I am sure that we will be seeing more of these events being held here as word gets around.

This now brings us back to here and another year ahead. We are so lucky. The facilities and the area and the members. Last week I was out here Monday and there were quite a few flying. The Tuesday I was up and only a couple of us but it didn't matter as you were able to do whatever you wanted with no hassles. So we need to absolutely protect this privilege we have here. So to all have another fantastic flying year and take nothing for granted.

Cheers  
Bill Darnell



*From the Editor*



June each year brings along the AGM and the requirement to announce all positions on the committee vacant, this was done on Sunday 9th June with a couple of new faces taking up positions on the committee for the 2024/25 year.

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

As there were no hard fought election battles fought for committee positions it has been decided via the nomination process that the committee for the 2024/25 flying year resulted with the following members being elected for the pursuing year.:

- President:** Bill Darnell
- Vice President:** Andrew McAuley
- Secretary:** Ron Waller
- Treasurer:** Ian Clapp
- Canteen Manager:** Trevor Wilson
- Maintenance coordinator:** Peter Dustin
- Safety Officer:** Troy Lucy  
Eddie Meester
- Propwash Editor:** Ron Waller

I trust that all members are looking forward to another prosperous years flying head, with the majority of large project behind us now it is good to settle into some intense flying over the next 12 months.

Remember the cycle most modellers work towards:

***Build em, Fly em, Crash em, Fix em.***

There was some good meaningful discussions at the two meetings held recently, the AGM and June General meeting, in some cases too much, but that is what meetings are all about to have your say and be heard and to vote on what you believe will benefit the club long term.

Active participation is encouraged from all members.

In this edition I have included some tips and guidance for the new members currently going through their training. You are in a training program so you are more than halfway there but as you have probably gathered by now it does not happen over night, Stay with it hope you are enjoying the experience.

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Plans for the 2024 SWARMS Funfly weekend are in motion, the proposed dates for this event are set at 21st/ 22nd/ 23rd September 2024, the “Kings Birthday” holiday weekend, however, he is unable to attend the event,.



These are a great weekend of flying, friendship and camaraderie and are well supported by visiting pilots each year. Mark these dates on the calendar and ensure that you plan around your attendance so that you won't be disappointed.

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***Time passes so quickly, you literally do not even notice it until it begins to show.***

***So don't wait to use that good motor on your next build, go to a funfly in your area, watch a good movie or go flying, build your favourite model and take a chance in life..... The time is now.***

***Tomorrow is promised to no one !***

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The fee structure set at the recent AGM for 2024/25

Category.	SWARMS.	WA/MAAA.	Total
Senior.	\$175.00.	\$145.00.	\$320.00
Pensioner.	\$145.00.	\$145.00.	\$290.00
Junior	\$40.00.	\$0.	\$40.00
Associate.	\$125.00.	\$145.00.	\$270.00
Social.	\$25.00.	\$0.	\$25.00

Payment can be made via direct debit to the SWARMS Bank account, as per details attached.

***Bendigo Bank 633000 / 177 194 487***

***With the Flu season upon us and with COVID still around coming into winter it's essential to take the NASA approach..***

***Give people space.***



Saturday 4th and Sunday 5th of May seen the West Jets members come to the SWARMS field for a bit of relaxed Turbine flying in the South. It is the first time they have made a visit as a group however, some members are regular flyers here,

Pre flight setup and checks are as important on a model as a real plane once the wheels lift off too late to make and changes to the models then.

*Final adjustments made pre flight.*



*This model awaiting for fuel canopy and hopefully a pilot before fronting the start up line.*



*One of the larger jets that attended the weekend, however, a flight on Sunday did not end well.*



*A regular visitor and member Shane Ballingall did some impressive flying with this model on the Saturday. Due to a nose wheel collapse on one of the landings it sustained some damage and did not fly on the Sunday*



*Assembly complete now parked up waiting for some time in the sky*



*The pits were kept busy with all model tables occupying planes through out the weekend.*





*Bill posing for the camera with a "BIG" smile justifying his maiden flight on this EDF model. It proves difficult to maintain focus on what the plane was doing whilst in flight due to its thin fuselage and no fin but Bill nailed it on both flights.*



*Huston we have a problem ! Better talk to Google for some advice on rectifying the issue, as you do when at the field.*



*Kevin Burns did a maiden flight on this model on Sunday and after a few issues being sorted like a "BIGGER" battery he finally got it airborne. After a few circuits he was flying the wings off it as he does but all ended well.*



*Good action shot here with one of the larger models on final approach to a successful landing. Not tried many of these shots previously but did nail this one.*



*You had to get up early to secure a model table but all ended well, there were no disputes in the pits over the weekend and everyone left the field having experiencing a good weekends flying.*



*Bill had part of his fleet parked up in the Pits ready for action throughout the weekend and all survived to fly another day.*





*You may have seen the movie “Gorillas in the Mist” a very good movie, at the commencement of the flying session on Sunday we had a very thick mist covering the field and this was “Bill in the Mist” flying his Trojan. (Very Low because of visibility issues)*



*Great, we can now see a tree in the distance as the mist lifts a little as he lines up to make a landing.*



*Ian Bain provided an entertaining flying session with his Jet doing what most would think impossible. Spins, rolls, hovers, slow flying and very fast flying.*



*This well presented model all fuelled up ready for a flight.*



*Full throttle down the runway almost at the stage of lift off.*



*Very early into the flight the jet motor had a flame out and with the lack of power and a landing attempt being made into a stiff breeze things soon became very uncomfortable for the pilot and the emergency landing resulted in some serious damage mainly to the aircraft fuselage.*





***What are the rules for flying an RC plane ?***

The rules that dictate when, where, and how RC planes are to be flown vary based on MAAA "MOPS" and club regulations. It is important to understand these rules and regulations before getting started in flying RC planes. Common restrictions can include:

Avoiding flying over groups of people;

Only flying within visual line of sight;

Restrictions on flying altitudes, and;

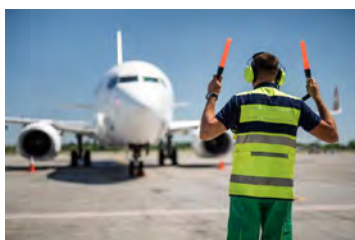
Not entering restricted air spaces.



Restricted airspaces can be either controlled or uncontrolled. Controlled means Air Traffic Control is in place e.g. a major airport, or uncontrolled where Air Traffic Controlled is not required eg: a country field miles away from an airport.

Restricted airspaces can stop you from flying within a specific distance of an airport or place of public interest such as schools, sports stadiums or around disasters areas. Additionally, Park Management or Local Councils may choose to forbid the use of RC aircraft in some areas due to public nuisance concerns, so keep an eye out for signage in public areas.

The Governing Bodies, MAAA / AWA require RC Aircraft over 7 kg in size to be certified. Regulations applicable to SWARMS club relating to flying RC Planes are contained within the club Safety Bylaws.



***A man walks into an animal hospital with his Bull-dog and says: "My dog is cross-eyed, can you fix it?"***

***The vet replies: "Let's have a look at what's wrong."***

***The vet picks the dog up while examining his eyes. After thoroughly inspecting the dog for a few minutes, he says: "I'm going to have to put him down."***

***"What?! You're going to put him down because he's cross-eyed?"***

***"No," the vet replied. "Because he is really heavy."***

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***A man approached the local drunk at the bar. He said: "I heard you are extremely quick at math."***

***The drunk slurred back: "Why yes, as a matter of fact, I am."***

***The man asked: "What's 14 x 27?"***

***"49," the drunk answered without skipping a beat.***

***The man frowned and said: "That's not even close."***

***The drunk sipped his drink, shrugged and said: "Yeah, but it was quick."***

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***What do you call a pilot with bad eyesight? A plane disaster waiting to happen!***

***What do pilots say when they're feeling down? "I'm just winging it!"***



***Certainly! The history of radio-controlled (RC) planes is quite fascinating. Let's take a journey through time:***

1) Early Beginnings (1900s): The concept of RC planes can be traced back to the early 1900s. In 1909, a model airplane was demonstrated in Paris using a wireless telegraphy system, marking one of the first known instances of RC flight.

2) World War I (1917): During World War I, Archibald M. Low developed the first successful radio-controlled aircraft. These early RC planes were used to attack German zeppelins.

3) Good Brothers and the 1930s: In the 1930s, Dr. Walter Good and his twin brother, Bill, made historic flights with an 8-foot Free Flight (FF) model equipped with primitive RC equipment. They later designed and built the "Big Guff" airplane specifically for RC. Around the same time, Ross Hull from Australia flew a 13-foot RC glider near Elmira, New York. Leo Weiss described one of the first tone reed systems in 1938, and Raytheon developed the ultra-sensitive RK-62 tube, enabling the development of single-tube receivers.

4) World War II (1940s): During World War II, the U.S. Army used RC airplanes called Radioplanes as artillery target drones. FCC Order 130-C in 1946 allocated the 6-meter band (50 to 54 MHz) for amateur RC use, allowing personalized frequencies at local fields. In 1949, the first examination-free frequency (465 mc) was provided, and Ed Rockwood developed a commercial audio-frequency-modulated reed radio. In 1952, the FCC granted the use of the 27.255 mc frequency as the first license-free and test-free band.

5) 1950s and 1960s: Major improvements were made to RC planes during this period. Transmitters became more compact, and power output limits increased. Frank Schmidt introduced a five-channel reed set, and Don Brown developed the Galloping Ghost system, possibly the first multicontrol system. Handheld transmitters also emerged, making RC flying more accessible.

6) Continued Advancements: Over the years, RC technology continued to evolve. Today, RC planes come in various types, including electric, gas-powered, and jet-powered models. They can perform aerobatics, scale flying, and even long-range FPV (first-person view) flights. Modern RC systems use 2.4 GHz spread spectrum technology, providing reliable control and eliminating frequency conflicts.

In summary, RC planes have come a long way since their early days, and enthusiasts continue to enjoy the thrill of flying these miniature aircraft. Whether you're a beginner or an experienced pilot, the world of RC aviation offers endless possibilities!





### *The resurrection of the "Black Jack Jet"*

Fossicking around in my workshop recently I located the first scratch built plane I constructed back in 1993 whilst a member of the Nickol Bay Aero modellers in Karratha, it was still in good condition, however, the covering had deteriorated over the years so I thought it was a good time to get it back into the air.



Prior to starting the build back then I had been impressed by the finished surface on a plane that another member in the club had completed and when asking the question I was advised that it had been glassed and painted to achieve this surface. He indicated that he would help me with the glassing job when I had completed the build.

I constructed the model fully sheeting the wing area and filling the gaps in the tailplane and stabilizer structure with foam inserts so there was a complete flat surface for the Fibre Glass cloth to adhere to. After a few months involved with the build it was ready now to Fibre Glass the surfaces. I approached the member who had indicated he would assist with the glassing (who will remain anonymous) only to be told when I get a chance I will give you a hand.

With the model now sitting complete in the shed and being told on several occasion that he did not have time at the moment to assist I bit the bullet and did the covering with heat shrink.

When removing the old covering the plastic outer heat shrink layer came off easily but the colour part of the covering remained fully attached to the balsa as if it had been painted.

When I commenced to remove all of the covering I found that back in those days it must have been a bit different product to what we use today not sure what brand it was I used but it came away from the balsa in a different manner when pulled off.

Then the fun started with a variety of ways I tried to remove the under layer section of the covering. Rubbing it with sandpaper only made the surface worse clogging the paper and not removing any of the colour that had adhered to the balsa, I sprayed acetone on to the surface only to find it did not penetrate the surface or dissolve the remaining colour component.

After several hours / days without success trying to get it cleaned back to the balsa surface I thought I would try the heat gun and "Bingo" instant success.

I found the low heat on the surface melted the adhesive and it was easy to scrape the area back to the balsa using a razor blade, however, you had to be quick as when the now molten cover adhesive cooled down it became like hard plastic.

The process was refined as I progressed I found that if I just heated a small area I could get it scraped off before it cooled down it was not too long before I had it all removed and was ready for sanding in preparation to recover the plane.

It was strange that this process only worked on the white covering and the heat had no effect on the red covering, I was glad that there was only a small section of the red to be removed.

Model now with covering stripped back with most of the adhesive removed, I also removed the foam insert in the fin and stabilizer as this did not go too well with a bit of hot air on it. Now for the covering.





## 10 Easy Steps for Cold Weather Engine Starts

To commit RC aviation, you have to get your engine running. As the weather turns colder, it's a good time to revisit cold-engine starting techniques. Here are 10 easy steps for flying when the temperature drops.

1. Turn on your transmitter and receiver.
2. Fully open the throttle.
3. Watch for fuel in the line and cover the throttle opening with your finger. Firmly grip the propeller, and rotate it until the fuel is just up to the carb. Don't flip it! Now turn the prop over—twice, if it's warmer than 40 degrees F; three times if it's colder—to prime the engine.
4. With the glow plug disconnected, flip the engine over six to eight times.
5. Close the throttle and move the trim to fully up. This should open the throttle barrel a little more. The throttle should be about one quarter open.
6. Grab the prop firmly, and rotate the engine until it passes through the compression part of the stroke. You should feel the engine kick. If it does, it will now start on the first or second flip. Always use a chicken stick or electric starter for starting. If the engine doesn't start, flip the prop a few times with the glow plug disconnected, and try again. If it doesn't kick now, choke it one more time with the throttle fully open, flip the prop a few more times, reposition the throttle, light the glow plug, and try again.
7. If, when your engine starts, it just revs up and quits, turn the high-speed needle valve a half turn counter clockwise to open it, and try again. Repeat this if necessary.
8. If the engine starts, slows down and quits, and if a lot of smoke comes out of the exhaust, turn the high-speed needle valve clockwise to make the mixture leaner, a quarter turn at a time. Restart the engine.
9. When the engine has started, hold the throttle partially open, and let the engine warm up for at least a minute or two before making the final adjustments.
10. Most engines are harder to start when they're hot. To start a hot engine, draw the fuel up to the carb, but don't choke or prime it. Open the throttle to one quarter. Flip the prop hard. Use an electric starter, if you have one available.

As a practicing model aircraft pilot good advice here!



*Paddy took 2 stuffed dogs to the Antiques road show*

*"Ooh!" said the presenter,*

*"This is a very rare set, produced by the celebrated Johns Brothers taxidermists who operated in London at the turn of last century.*

*Do you have any idea what they would fetch if they were in good condition?"*

*"Sticks?" Paddy said*

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*After retiring from a busy life in business, Claire travels around the country visiting antique shops trying to find bargains.*

*One day she goes to an antique shop in the city. She speaks to the shop's owner and says: "When I was in here last week I saw a big mug with a flat head that holds a lot of beer. I'd like to buy it."*

*"Sorry," replies the owner, "but I can't possibly sell you that."*

*"Oh, what a pity, but why not?" inquires Claire.*

*"Because," says the owner, "That's my husband."*

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*Q: Is it common for 60+ year olds to have problems with short term memory storage?*

*A: Storing memory is not the problem, retrieving it is the problem.*

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*Q: Why should 60+ year old people use valet parking?*

*A: Valets don't forget where they park your car.*



*Two of the Roulettes PC9's landed at the field on Sunday 19th May, NO, not really these are owned by Marcus and Troy. The one in the fore ground belongs to Marcus and is powered by an electric motor setup and Troy's is in the background powered by a 46 nitro motor.*

*I also have OS 46 powered unit and it was suggested that we should fly all three over the field at once, we will have to work on arranging that in the future, watch this space.*



**(FIRST DAY AS A PILOT...)**

**CONTROL**

**TOWER: Can you give me your position?**

**ME: I'm next to a cloud that looks like a lion.**

**CONTROL**

**TOWER: Can you be more specific?**

**ME: Simba.**



I've sure gotten old! I've had two bypass surgeries, a hip replacement, New knees, fought prostate cancer and diabetes  
 I'm half blind,  
 Can't hear anything quieter than a jet engine,  
 Take 40 different medications that make me dizzy, winded, and subject to blackouts.  
 Have bouts with dementia ..  
 Have poor circulation; Hardly feel my hands and feet anymore.  
 Can't remember if I'm 89 or 98.  
 Have lost all my friends. But, thank God,  
 "I still have my Pilot's license." !!



*What a waste of a good aircraft, it seems to be flying better than the pilot.*



**Pilot Profile:**

**Name:** John Frings

**Occupation:** Retired

**Favourite Transmitter:** Taranis - Plus

**When did you start model flying and why?:**

I first started flying gliders at about 18 on an oval in Yokine, then after moving to Manjimup in 2010 I found a little country club there where I received instructions on how to fly powered models

**Most Expensive crash:**

I don't have a "Most expensive" crash most of my crashes would be under \$500. Probably the most spectacular crash was my high-speed wing that actually disintegrated in the air and came home in a plastic bag. Retrieved the receiver only !!

**What has been your most memorable flying moment?:**

This would probably be my first solo powered flight and landing without a crash.

**What flying moment would you most like to forget?:**

Obviously all crashes and mishap, as we all have them.

**What inspires you most about the hobby?:**

I enjoy the challenges of each flying day deciding which model to take for the weather conditions. (although the model doesn't know that it is windy)

**How tidy is your workshop?:**

Very tidy!! It is in the spare room at our unit so therefore has to have some semblance of tidiness.

**What is your biggest design failure and why?:**

I tried to design a "Wing" from some really lightweight board but it turned out to be a dud much like some of the paper planes I have produced over the years.

**What is the best lesson life has taught you?:**

Try and treat people the way I want to be treated and a smile goes a long way to making someone feel good.

**What keeps you awake at night?:** Nothing

**Who has inspired you most in life?:**

My wife- she is a walking Google Machine and knows everything !

**What is your all time favourite model and why?:**

That would have to be the Scanner 40 size model fitted with a 52 ASP nitro motor. It has to be my favourite because it was my first fast plane, such a buzz getting it landed on the first flight.

However, as most members that know me will attest I have models that are much faster now, but you still remember the first one.

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

In some cases it would be following the plans, but in my case I have "Scratch Built" some models. A successful pilot should have nerves of steel, but also know their limits ha, ha.

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

It is a cheaper and cleaner system with no fuel involved so it will be better for the planet.

**What interests do you have outside R/C modelling?:**

I used to enjoy fishing but ill health is preventing me doing that anymore. I am a member of the University Of The Third Age (Or U3A as it is also known) in Bunbury so that gives my brain a run for it's money.

**What makes you angry?:**

Push bikes on the road instead of in their lane !

**What makes you happy?:**

I could answer Sex, Drugs and Rock 'N' Roll but just waking up in the morning is a good feeling.

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

Go back to school at age 37 to pass my high school certificate, get accepted as a mature age student for horticultural degree but then have to cancel because I injured my back and could not work again from then on.

**How would you like to be remembered?:**

As someone that enjoyed life as much as possible even when the stakes were low, we never know when we will pass and we are here for such a short time we should enjoy life as much as possible.





*Flashback !*

A few photos of the last Busselton air show that was conducted back in 2018, under the old heading of "Pre COVID" SWARMS was well represented with numerous models in their static display which was well attended by the enthusiastic members.



Rob Woodhead's B29 bomber positioned in the foreground which went onto bigger and better things with many successful flights conducted until the Port wing parted company with the fuselage during a demonstration flight at WARMS, it suffered terminal damage.



A lot of time, effort and money went into these aircrafts and the owner builders derived a lot of pleasure out of seeing them fly and were only too proud to share them with the general public in this static display.



There were over 4,000 patron attended this event with a large static display and flying displays conducted during the day.

There has been one attempt to re introduce this very popular events after COVID was cleared, however, due to the new structure of the Busselton airport the event was cancelled a few moths prior to the scheduled weekend.

Would be great to see this event reintroduced to the calendar in the near future but like everything else you need volunteers to arrange and they are all getting a little older each year.



Dennis Milligan decided recently that it would be a good day to get his electric PC 9 out for a flying session so packed up and headed for the field.

All was going well until the tree gremlins started to fire off some unwanted signals at the plane as it cruised around the field until all control was lost and it made an unscheduled landing.



Not a pretty sight when all the pieces were collected and placed on the table and serious decisions had to be made into it's future.

The rubbish bin rated high on the list, however, after serious consideration it was decided that restoration was probably the best option, lucky is was originally only placed in the recycle bin.



*After several pain staking hours in the workshop it started to resemble a PC 9 again, it will grace the sky's again soon thankfully.*



*A patient was lying in bed, still groggy from the effects of a recent operation. His doctor came in, looking very glum.*

*"I can't be sure what's wrong with you," the doctor said. "I think it's the drinking."*

*"Okay," the patient said. "Can we get an opinion from a doctor who's sober?"*

*A few tips for our trainee pilots to remembers as they progress through their training.*

***Do beginner RC planes need trimming ?***

What the heck is trimming? Trimming is done during flight and is the process of fine-tuning the controls on an RC plane's transmitter. Think of trimming as the RC plane equivalent of a wheel alignment on a car.

When an RC plane is in flight and the pilot has no pressure on the transmitter sticks (they are centered) the plane should be flying straight and flat. If the plane is climbing, diving or rolling to the left or right then trimming is required.

All RC planes will require some degree of trimming at some stage. It is a simple process of testing the plane for the above movements when flying at moderate speeds. Once in flight release the pressure on the sticks. If the plane starts to dive increase the climb trim, and if it starts to climb increase the dive trim. The same applies if the plane is starting to roll in either direction. Adjusting the trim is done by manipulating the transmitter trims located next to the sticks on your transmitter. The Transmitter trims may be a manual slide button, or a digital version based on the make and model of your transmitter.

*A few more tips for our trainee pilots to remember as they progress through their training.*

***Maintaining and Repairing RC Airplanes: Tips for Beginners.***

- A) Proper maintenance and care are crucial for keeping an RC airplane in good working order. Here are some tips for maintaining and repairing an RC airplane for beginners:***
- B) Maintain the Plane: Proper maintenance and care can help keep an RC airplane in good working order and extend its lifespan. This can include things like cleaning, battery care, and proper storage.***
- C) Conduct Basic Repairs and Troubleshooting: Beginners should be able to handle basic repairs and troubleshooting themselves. This might include things like replacing a broken propeller or checking the battery voltage.***
- D) Seek Help for More Advanced Repairs or Technical Issues: For more advanced repairs or technical issues, beginners may need to seek help from an experienced flier or a technical support team.***
- E) Resources for Technical Support and Repair: There are online resources available, like forums and websites, where beginners can get help with technical issues or find guides on how to perform repairs.***

*If beginners encounter technical issues or need help with repairs, there are many online resources available. Websites and forums can provide guidance on basic troubleshooting and repairs, as well as more complex technical issues.*

*Some RC airplane models also come with technical support from the manufacturer, which could be especially helpful for beginners. With the proper maintenance and care, an RC airplane can provide years of enjoyment and challenge for beginners and experienced fliers alike.*

***How long does it take to learn to fly RC***

A common question asked by new trainees!

Learning to fly RC planes is really about getting out and giving it a go. The length of time it takes to learn to fly RC planes is dependent on the individual and the hours they commit to practicing. Self-teaching through trial and error versus learning on a flight simulator or with an instructor will also make a difference.

Realistically, with a basic trainer plane, after a few hours, you should be capable of keeping the plane in the air under good flying conditions. However, to be considered competent with a more advanced RC transmitter or less ideal flying conditions (eg: windy days) you are looking at a few weeks to months in some cases maybe years.

Flying an RC plane requires similar coordination to driving a car so don't worry you'll pick it up. And yes, hand-eye coordination pick-up through playing video games also counts!

Whether you are learning how to fly beginner RC planes or you are an experienced RC pilot, you are not required to be a member of a Model RC Club or Association. However, if you are serious about your new hobby there are a lot of benefits.

Model Aircraft Associations and Clubs offer a great community of likeminded people who are passionate about flying model aircraft. Being involved in these communities is a great way to learn new skills and challenge yourself. If you require assistance in setting up a new aircraft, trimming, flight testing, or just generally troubleshooting an issue, having a network of experienced RC pilots can be very helpful.

With all of the community benefits aside there are more tangible benefits too. Some clubs offer training and mentoring programs to beginner RC plane pilots. This is in addition to access to RC airfields which provide a safe location to fly.



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

