



Propwash

October 2024

From the President



Hi Members

Since the last Propwash the high-light for the club would have been the Fun Fly. As I wasn't there I'll have to rely on Ron to fill you all in as I'm sure he is going to in the following pages. Rumour has it though it was a pretty good event. Thank you to all those that helped with the event on the day and the days leading up to it.

Turned up to the field today 13th October for the meeting to be held at 09:00am. 09:30 and there was still only 5 of us there. The meeting was abandoned. Not sure what was happening this weekend that would cause such a poor turn out but the weather was perfect.

As we had to really make a decision on when to hold the EDF day it was decided between us to pick the 23rd -24th November. This date was slotted around a couple of other events coming up at other clubs so as not to clash.

Another topic looked at was the club Xmas dinner. If you have any thoughts amongst you out there then please let the committee know so we can get something sorted before we can't get in any where.

As it has been fairly quiet since the AGM there is not too much to report. So over to Ron it will have to be. With the weather turning better hope you all get some flying in.

Cheers

Bill Darnell

The outer field grass has been cut, raked and bailed with the area looking very good, thank you to Robbie Crabb for his assistance in maintaining the outer areas of the field each year. They had a good couple of days working on the task and all the bails have been removed from the field at the weekend.

One issue that became obvious early into the flying session on Sunday was there is no cushion to protect the aircraft if you were unlucky to have a mishap in the sky during the day, the long grass has gone and it was back to a level firm surface again.

Robbie done such a good job look what we found !



Do you ever wake up, kiss the person sleeping beside you, and feel glad that you are alive? I just did and apparently will not be allowed on this airline again....

From the Editor



Well the annual SWARMS September long weekend Funfly has come and gone for another year and it proved to be a very successful two days of flying in near perfect weather.

We had a lot of action on the flight line with the Turbine jet models tearing up the sky during the Saturday flying session, Ian Bain entertained all with his Turbine jet manoeuvres and his Turbine jet powered helicopter.

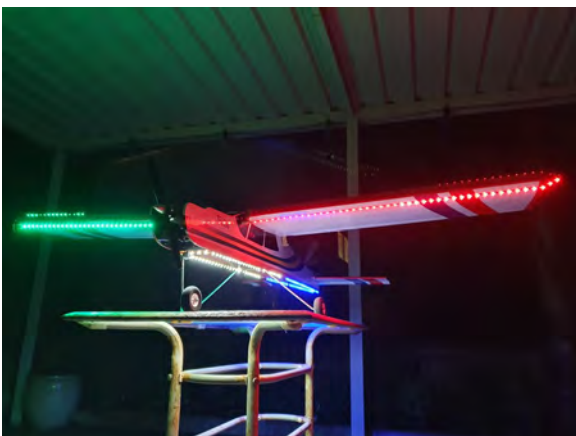
It was unfortunate that these pilots had to return to Perth Saturday evening so the sky was a little quieter on the Sunday as a result but still very busy. We appreciate the visits by these regular pilots it brings a lot of life to the skies over SWARMS each time they attend these events

There was a variety of models parked throughout the pits and the sky was active with planes throughout the two days, EDF jets were also well represented full photo coverage contained within in this edition of the newsletter.

The menu change from the normal burger in a bun to Lamb Strips Suva Larky was a winner with the Saturday AWA sponsored pilot lunch this was appreciated by all the visiting and local Pilots.

The normal recipe of SWARMS Beef Gravy rolls were served up for the Sunday lunch, these never seem to disappoint the majority of hungry visitors and returns are not uncommon.

Saturday night there was a little bit of night flying, both Shane and Ian did a little just after dusk and before leaving to return to Perth and after the evening meal I got my annual dose of night flying with the sky to myself.



The event fitted into the category of the Six “F’s”

*It was **F**ine, it was **F**un, here was plenty of **F**lying, good **F**ood, good **F**ellowship and overall it was a **F**antastic couple of days.*

The date for the EDF day has been set as November 23rd / 24th This is a weekend event with the main day being the Sunday 24th This event has been popular with visiting pilots in the past so we have to make every effort to adequately promote it for this year.

There had been some discussion around the pits to conduct a Scale Rally in the new year, leading on from these discussions we are lucky to now have had a company come forward and commit to sponsor this event .

LGM Industries Pty Ltd through Marcus Burr have given the go ahead that they will sponsor the event pledging \$500 towards the event running cost.

The date for this event will be scheduled in for March April 2025

SWARMS application for funding from the Capel Bendigo Bank Pitch Night to assist with the water upgrade at the filed has been successful, we have been allocated a \$1,000 to go towards the project, thank you to the Capel Community Bendigo Bank for their assistance.

This very familiar colour schemed Turbine Jet that frequents the Funfly events owned and flown by Ian Bain does everything a jet should not do, flat spins, speed runs, rolls and then harriers all over the field at about 1 metre from the grass, it is never boring watching this plane in flight people watch in anticipation as to what might happen next.



The annual SWARMS Funfly weekend commenced on Saturday 21st September with the morning being a little overcast, however, later in the day things improved and the afternoon was bathing us in sunshine. The official event commenced with the Pilot briefing at 10am but there were still pilots to arrive but things got underway never the less.



The planes were lined up in the pits ready for the fun to commence, red and white colour scheme appears to be very popular.



Brian Wilkins large model and it's baby parked under the wing ready to fly, however, Brian arrived on Thursday just to get a bit more flight time leading into the weekend but had a motor failure Saturday.



Peter Bryner the newly elected AWA Secretary now a members of SWARMS due to his recent migration from the City to Busselton flew this model over the weekend.



By mid morning the pits were starting to fill with both planes and people.



This turbine jet owned and flown by Ian Bain was unpacked from the trailer and people waited in anticipation for it to hit the air waves.



It proved to be a pretty big trailer as all these models were eventually unloaded and assembled



With everything out of the trailer it was now time to fire up the turbine jets, these models were well represented at the event.

There were also a number of EDF fan jets in attendance



With the morning progressing towards midday, Troy, Master Chief, Lucy, decided it was time to fire up the barbie. Menu for the day was lamb strips Suva larky and they were worth waiting for.



Kevin Burns fired up the Pitts Special to do a few circuits over the field, pictured prior to take off.



Unfortunately when it landed it looked like this.



lamb strips Suva larky proved to be a winner with this group cleaning up the crumbs



The Turbine Jets were out and about and getting ready to perform in the sky.



Shane Ballingall a regular visitor to SWARMS turned up with this Turbine Jet and as always it performed well as it circled the field.



Three EDF Jets preparing to take off and chase each other around the sky, which they did very well.



This PC 21 electric powered model owned and flown by Gavin Wilkins performed well throughout the weekend.



Day one was drawing to a closed and with a bit of smoke haze around I was able to get the sun sinking over the camping area, a bit impressive I thought.



A few of the visitor who spent some time in the sun enjoying the action, oh, and a dog.



Three regulars at these events who were also soaking up a bit of sun whilst enjoying the proceedings in the sky.



The three wise men, we can't see their camels but I do know they each have a number of model planes that may have at some time become a little distorted and spent some time in the shed before getting back into shape for another go in the sky..



Sunday 22nd September, day 2 of the funfly event and we were blessed with a fabulous morning weather wise. Blue skies very little wind looked like we were set for good days flying.

The planes were lining up absorbing the morning sun.



Then there was an Oop's moment total signal loss and this was the end result, pilot to remain anonymous.



The que for lunch was long on both days.



Kevin Burns produced this model from the pits for a fly, good thing he was wearing glasses it could have become difficult to see in flight due to it's size.



During the morning we had an unplanned visitor drop in on the east/west runway and taxied into the pit area.



I was privileged to have been given some flying instructions on how this machine operates, however, it was all on the ground.



After a brief stay it was back into the air again for him. The pilot praised our concrete runway surfaces, however, did not offer to pay any landing fees.



These two Pulse Jet control line models were on display over the weekend, however, attempts to run the motors were not all that successful.



It was then lunch time and Ken Greaves drove all the way from Perth just to get a beef gravy roll





Marcus Burr and Kevin Burns had a minor mid air collision but both survived and landed with out any further mishaps. Marcus see here pointing out the damage on Kevin’s plane on return to the pits.



Ian Humphryson flew his new Cessna and it performed very well in the sky and reflected the true reality of a scale model as it circled the field, however, it did not want to land.

On each final approach attempt it just wanted to keep flying, it look Ian several attempt at the end of each flight to get it back on the ground, good thing there was adequate fuel on board to accommodate the amount of go arounds necessary to achieve this.

The raffle was drawn at lunch time on the Sunday with the following names drawn out of the bucket by Peter Bryner AWA Secretary:

Half an hour Introductory flight in a Cessna 172 aircraft.

Winner: Glenn Tomlinson

\$100 dollars shopping voucher HobbyTech:

Winner Shane Ballingall.

\$50 dollar shopping voucher HobbyTech:

Winner Ian Bain.

\$50 Dollar HobbyTech shopping voucher.

Winner John Taylor

We thank those who provided the prizes for inclusion in the raffle, Adam Levay for the introductory flight and HobbyTech Toys for the vouchers, their generosity is greatly appreciated by all the SWARMS members and I am sure the winner would also agree.



- ***"If God had really intended men to fly, he'd make it easier to get to the airport."***
- ***Why was the pilot rejected in the final interview?***
Because he said, he was down to earth.
- ***Pilot's motto: "If you can't stand the turbulence, get off the cloud."***

There are always the “not so memorable” moments at Funfly’s and these were a couple of those moments.

I would personally like to thank the pilots who went out of their way to make this section possible.



What goes up must come down !!

Any crash you can walk away from can't be all that bad: or can it ?



Oh dear ! Oh dear ! Oh dear !

Couple of models that visited the Funfly weekend and survived any trauma.



And down !!



This is something different in the EDF range of aircraft, it is the Raven a laser cut ply and balsa kit just available out of America.

Not seen it advertised in any hobby shops in Australia as yet but I would say it would not be too long before it is available.

The reports indicate it is of good construction design and is very quick in the sky, could we see one at our planned EDF days in the future.



Dennis Milligan did a maiden flight on this vintage model recently, vintage because it has been around for a long time and not as yet been flown. It was a pleasing out come, this was taken after the flight.



This model was found lying in the long grass at the field recently enjoying the warm sunshine but certainly not enjoying the ending of this maiden flight.



Each Sunday I remove the swallows bird nests from the pits structure I believe I could be preventing this from ever happening.

This is a Sterling PT-17 model front cockpit seat, it was discovered there were some guests in the front seat.

Could be true to say this plane does not get enough air flight time.



Pilot Profile:

Name: Kevin Burns

Occupation: Mechanic

Favourite Transmitter: Graupner

When did you start model flying and why?:

When I was 6. My father taught me.

Most Expensive crash:

Pitts Special



What has been your most memorable flying moment?:

1974 Nationals in Northam W.A

What flying moment would you most like to forget?:

Crashing the Pitts.



What inspires you most about the hobby?:

To scratch build a plane and see it fly successfully.

How tidy is your workshop?:

Organised chaos.

What is your biggest design failure and why?:

Built and Invader with rubber bands on wings and didn't use enough rubber bands. The wings departed from the fuselage.

What is the best lesson life has taught you?:

To observe and learn from elders...mistakes.

What keeps you awake at night?:

Thinking about my next project.

Who has inspired you most in life?:

My dad. He taught me so many skills.

What is your all time favourite model and why?:

Pitts Special. They are so much fun to fly.



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

Flying beyond your limits.

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

Don't know. I'm a power flyer.

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

Fishing, boating, motorbikes, exploring all the remote tracks of Australia.

What makes you angry?:

Tailgating termites.

What makes you happy?:

Lemon meringue pie.

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

Raise my kids.

How would you like to be remembered?:

As the crazy pilot



It becomes a bit obvious from reading this profile that this is / was Kevin's favourite plane



Six great confusions still unresolved.

1. **At the movie theatre, which arm rest is yours?**
2. **In the word scent, is the "S" or the "C" silent?**
3. **If people evolved from monkeys, why are monkeys still around?**
4. **Why is there a "D" in fridge, but not in refrigerator?**
5. **Who knew what time it was when the first clock was made?**

A retired man now volunteers to entertain patients in assisted living homes and hospitals. He visited one hospital in Bunbury and brought along his portable keyboard.

After telling jokes and singing songs at patients' bedsides, he said farewell and, "I hope you get better.

" One elderly gentleman replied, "I hope you get better, too."



The new model retrieval system to be placed in the pits to be used in the event of an emergency or unplanned landing.



The ducks are getting serious when they fly south for the winter these days. It has been proven that global warming is having an impact and they need to reach their destination a quicker quacker.



A helicopter carrying passengers suddenly loses engine power and the aircraft begins to descend.

The pilot safely performs an emergency landing in water and tells the passengers to remain seated and to keep the doors closed, stating that in emergency situations, the aircraft is designed to stay afloat for 30 minutes - giving rescuers time to get to them.

Despite the order, a man gets out of his seat and runs over to open the door. The pilot screams at him: "Didn't you hear what I said, the aircraft is designed to stay afloat as long as the doors remain closed?"

"Of course I heard you," the man replied. "But it's also designed to fly, and look how good that one worked out."



Pilot: Have you ever flown in a small plane before?

Passenger: No, I have not.

Pilot: Well, here is some chewing gum. It will help to keep your ears from popping.

Pilot (after the plane landed): Did the gum help?

Passenger: Yep. It worked fine. The only trouble is I can't get the gum out of my ears.

"Impossible Turn"

The "Impossible Turn" is one of the most debated manoeuvres in aviation, particularly when it involves an engine failure after takeoff below 1000 feet AGL. The term has earned its name due to the extreme difficulty and risk involved in attempting to turn back to the runway when faced with an engine failure at such a low altitude.

In these high-stakes situations, pilots often have only seconds to decide whether to turn back or proceed straight ahead to land in a safer location. Training for these moments is crucial, as regular practice of emergency procedures helps pilots understand their aircraft's performance limits under stress.

The Risks:

-Altitude Loss: When turning back, altitude is lost quickly, and often more than anticipated. Turning too early or too late could result in a dangerous stall-spin scenario.

-Decision Time: With limited altitude, there's almost no time to assess the situation. Indecision during these few seconds can prove fatal.

Key Considerations:

Best Glide Speed: Immediately pitching for best glide speed (as highlighted in the simulated engine-out procedures) is critical to maximize your ability to make a controlled landing.

-Altitude: In most cases, 1000 feet AGL is considered the minimum height to attempt the turn back, though some argue it may be possible at lower altitudes if well-practiced.

-Runway Environment: Factors like runway length, surrounding terrain, and wind conditions heavily influence the decision.

The Argument:

While some pilots argue it should still be called "The Impossible Turn," others claim that with enough practice and situational awareness, it's possible—under the right circumstances—to safely return to the runway.

However, it's essential to train for these scenarios and understand your aircraft's performance limits before attempting such a manoeuvre in real life.

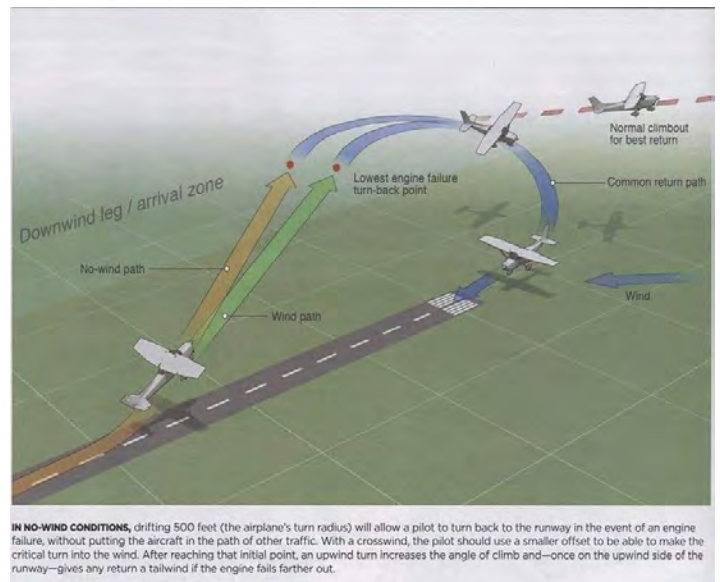
Remember, an "impossible turn" is not just a 180° turn. If you turn only 180°, you'll find yourself on a downwind, parallel to the runway but displaced to one side.

To successfully return to the runway, you need to continue the turn to approximately 270°, then make another turn in the opposite direction to align with the runway.

In fact, the turn involves 180° to reverse course, 45° more to align with the runway centerline, and an additional 45° to line up with the runway.

This means you need to turn roughly 270° in total to safely return to the runway.

Q: Now ask yourself, would you consider returning to the runway below 1000 feet?



When you're 20 and you drop something, you pick it up.

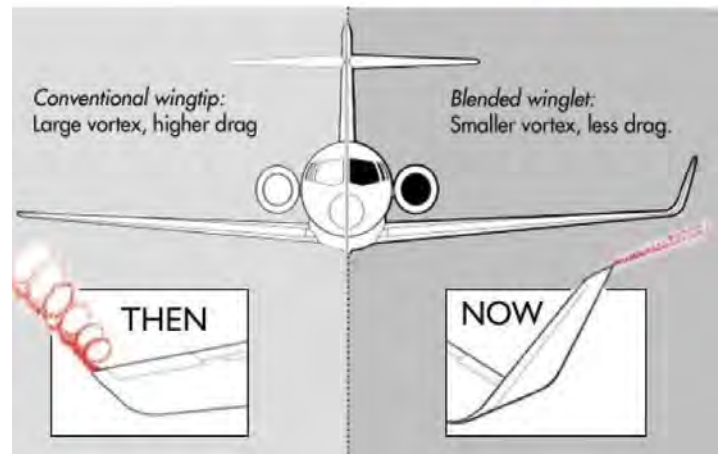
When you're 80 and you drop something, you decide you don't need it anymore.

5 intriguing facts that pilots often don't tell passengers:

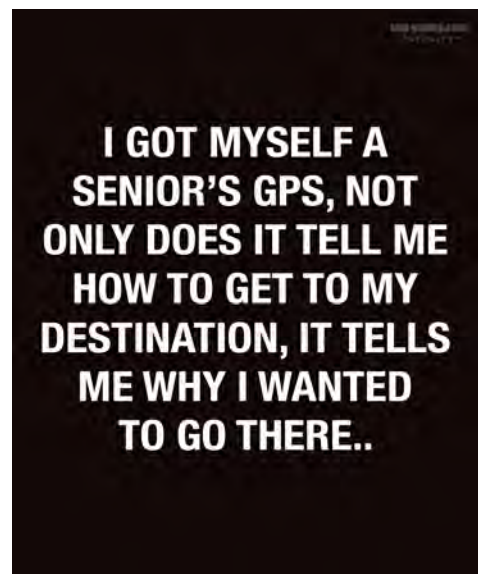
1. **Autopilot Does Most of the Flying:** On long-haul flights, the majority of the journey is controlled by the autopilot. Pilots are mainly there to manage take off, landing, and monitor systems during the flight.
2. **Turbulence is Rarely Dangerous:** While turbulence can be uncomfortable, it's rarely dangerous. Modern aircraft are designed to handle significant turbulence, and pilots are trained to navigate through it safely.
3. **Oxygen Masks Have Limited Supply:** The oxygen masks that drop down in an emergency only provide about 12 to 15 minutes of oxygen. This is generally enough time for the pilot to descend to a safer altitude where you can breathe normally without the mask.
4. **Pilots Don't Eat the Same Food as Passengers:** To minimize the risk of food poisoning affecting the crew, pilots are usually served different meals than the passengers, and even different meals from each other.
5. **Flights are Often Shorter than Scheduled:** Airlines often pad flight times to make it seem like flights arrive on time or early, even when there are delays. This "block time" is adjusted to account for potential issues like air traffic or weather conditions, so your flight might actually be shorter than you think



More funny aviation clips at www.najaco.com



These three guys have been getting a bit of jumping practice over the field recently, it is difficult to judge a landing spot prior to them being released.



I used to date a girl years ago with one leg who worked in a Brewery. She was in charge of the hops !

"Rudder matters more than Ailerons":

Today, we look at compelling perspective I learned from my incredible flight instructor over a decade ago. It's about the often-overlooked significance of the rudder, in comparison to the more commonly emphasized ailerons.

While this may seem like just another story from seasoned pilots, it's actually rooted deeply in the essentials of flying. Let's explore this idea together, and I'm curious to hear what our aviation community thinks about it? - Traditional Wisdom: Seasoned pilots emphasize rudder use, often seen as exaggeration by younger aviators.

Fundamental Skills: Good flying habits stem from initial training. Your proficiency reflects your instructor's teachings.

- **Rudder Significance:** Its role is crucial in precision flying, crosswind landings, and avoiding spins during slow flight.
- **Practical Benefits:** Proper rudder use can significantly enhance your climb rate, which might be vital in certain conditions.
- **Advancing Skills:** As you progress to faster aircraft, the rudder's importance grows.

Remember, assessing and correcting your techniques is vital for becoming a safer, smarter, and more confident pilot. For instance, consistently centering the ball on climb out is not just a practice but can yield tangible benefits like a higher climb rate. This small adjustment could be critical in challenging situations.

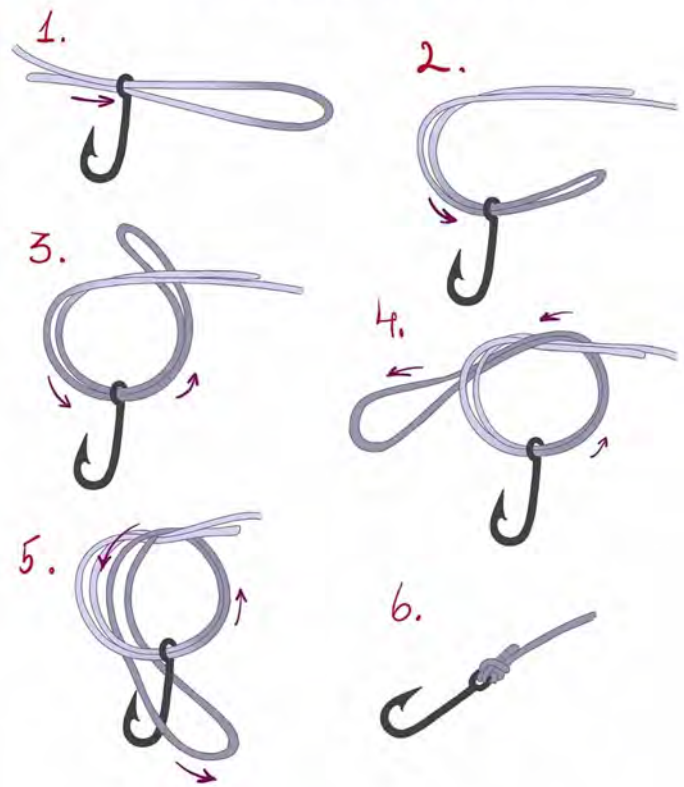
As you evolve in your flying career, transitioning to advanced aircraft like taildraggers or twins, you'll realize the rudder's role is even more vital. Stay proactive with your feet, using the balls of your feet for better control. difference between a good pilot and an exceptional one.

Mastery of the rudder is not just about controlling the aircraft; it's about understanding its nuances, how it interacts with other controls, and its impact on the aircraft's behaviour in various flight conditions. This skill, often underemphasized, is crucial for precise manoeuvring and handling unexpected situations.

Remember, every element of your training forms the building blocks of your airmanship. Neglecting any aspect, especially something as fundamental as rudder control, can limit your capabilities in the cockpit.

When it is too windy to go flying and you decide to go fishing here is a tip that will keep your hook attached to the line whilst waiting for a bite.

PALOMAR KNOT



Eyewitness to Crime

The elderly man was an eyewitness to the car shop crime scene. When the police asked him to tell them what happened, he told them what he'd seen.

"The guy with the beer belly grabbed a wrench from the toolbox!"

"What happened next?" the detective asked.

"Oh man, it was a gut-wrenching moment."



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

