



## Propwash

*March 2019*

*From the President*



There has been a lot of discussion going on recently about the pending changes by CASA to the Remotely Piloted Aircrafts (RPA) which was originally designed to get some control of the number of Drones being flown around.

During the discussions it was found that the flying of model aeroplane also fitted into the category of (RPA's) hence the reason MAAA became involved in the debate. They joined the committee to ensure that we as registered members of MAA were not impacted in anyway by the changes being drafted for implementation.

MAAA / CASA updates have distributed to all members for them to familiarize them self with were this is going. CASA have indicated that they are proposing to impose a registration fee on all drones referred to as RPA Remotely Piloted Aircraft, however, RPA also includes fixed wing aircraft which we are associated with. MAAA are working on having existing clubs affiliated with MAAA to be exempt from this extra expense of flying and registration to have no further restrictions imposed on MAAA members who fly at certified fields, it looks like the possible fee inclusion would be imposed if you do not fly at a certified field.

A document was made available on the CASA site has a feedback sheet for public comment, however, MAAA are doing a good job representing their members which is evident in the attached document. If anyone wanted to make comment the deadline for submission was 22nd February 2019.

I have included details for you perusal in this edition detailing where we are as of this day, things may improve over the next couple of months as it is predicted that the changes will be implemented in July 2019.

As this is an important issue that could impact on all model enthusiasts I have included a lot of details here for you to review.

I will keep members up to date with the impending changes and how, if any, it may impact on members at SWARMS.

Keep in mind that the Annual General meeting is scheduled for June 2019 which means that all committee position will be declared vacant and an election will be conducted to fill all.

This is your opportunity to get a little more involved with the running of your club in an administrative roll for the next 12 months, give it some thought if you have any questions as to what the rolls entail do not hesitate to discuss them with me.

It was agreed at the last meeting that we go ahead with the club fun flyin which is scheduled for the end of September, this was an astounding success last year after the previous year was a washout due to the inclement weather condition, we can only hope that this year reflects on the previous one and it is a good event.

The IMAC flying competition season commences at the SWARMS field on 13th / 14th April and the club will be doing the catering for the weekend so would appreciate members marking these dates on your calendar and offering some assistance where ever practical over that weekend.

- *Health tips included in this issue*
- *Radio tips for new members*



## Overview

In 2019, CASA proposes to introduce a remotely piloted aircraft (RPA) registration and RPA operator accreditation requirement, as a way of monitoring the safe and lawful operation of RPAs. The registration and accreditation requirements are proposed to apply (with certain exceptions) to the following RPA:

RPA more than 250 grams operated recreationally and

all RPA operated commercially, including excluded RPA operations, regardless of weight.

The RPA registration and accreditation requirements are not proposed to apply to the following:

RPA 250 grams or less operated recreationally or

Model aircraft at CASA-approved model airfields or RPA operated recreationally indoors.

This consultation seeks your comments on the detail of the proposed scheme.

The aim of the proposed new rules is to increase safety through increased compliance with the requirements:

ensuring everyone who flies a drone over 250 grams knows the rules

helping CASA to target the right safety information to the users who need it most

making it easier for authorities to identify when someone is breaking the rules.

Accreditation will be free. You will have to do an online education course – basically, watch a video and answer a quiz on the drone rules that apply to you. However, if you already hold a drone licence you will not have to do this course.

The cost of registration has yet to be determined by CASA. The cost will depend on whether you fly your drone for fun or profit. It is likely to be a \$20 or less annual fee (per person) for recreational drones and for some model aircraft operators. There will also be an annual registration fee likely to range from \$100 to \$160 per drone, for each commercial drone.

## Why We Are Consulting

As part of the development of aviation rules, CASA consults with the community to ensure the rules will work in practice as they are intended.

We have a responsibility under section 9 of the Civil Aviation Act 1988 for the safety regulation of civil air operations, including drones, in Australian territory.

The Government supported the introduction of a mandatory accreditation and registration system for drones last year. This was in a response to the recommendation from a Senate Standing Committee on Rural and Regional Affairs and Transport inquiry.

How to complete this consultation

The consultation will ask you questions in relation to the detail of the registration and accreditation scheme. Each question will include key points and further reading from the relevant sections of the following two documents:

Policy Proposal – Proposed new remotely piloted aircraft (RPA) registration and RPAS operator accreditation scheme

Annex A - Policy statement - Proposed new remotely piloted aircraft (RPA) registration and RPAS operator accreditation scheme.

These documents include content about how the scheme will work in practice. They are attached below under 'Related'. Please note, throughout these documents CASA uses the term remotely piloted aircraft (RPA) to refer to a drone.

## Recent industry feedback

CASA has previously consulted with the community on drone registration and accreditation.

In November 2018, a group of drone industry experts met to consider drone registration and accreditation. This technical working group, made up of industry representatives, was established by the Aviation Safety Advisory Panel (ASAP) to direct our engagement with industry and seek input on regulatory and associated policy approaches. The group strongly supported the introduction of a scheme. However, there were some concerns expressed about the impact on some model aircraft owners and operators.



**Re:** Proposed new remotely piloted aircraft (RPA) registration and RPAS operator accreditation scheme (PP1816US).

As many of our members will be aware, the public spotlight is once again on model aircraft flying. As part of the outcomes of the Senate Enquiry for the registration and accreditation of Remotely Piloted Aircraft (RPA's) and pilots, CASA released the new proposed changes for public consultation on Friday 25th January 2019.

Working with CASA on an exemption for members at MAAA fields

In November, the MAAA was invited to sit on the CASA Technical Working Group (TWG) to review the objectives of RPA operations together with many commercial operators. Following the meeting of the TWG, CASA published a discussion paper. In response, the MAAA Executive prepared a very comprehensive reply to all 177 items to ensure (as a first step) exclusion of MAAA Fields. The MAAA Executive are pleased that the extensive work completed to date has resulted in the Public Consultation document including an exemption for Members at MAAA Fields - an exemption we will strive to ensure remains.

The impeccable safety record of members over the past 40 years

The MAAA Executive believe that regardless of any online registration/accreditation system, put in place to educate the general population, it will not equal the MAAA standards or increase safety outcomes already achieved by MAAA Members. Through our training schemes, club management and safety culture, MAAA Members possess a greater knowledge on appropriate safe operational requirements of model aircraft flying than non-affiliated members.

At this stage of the community consultation process the initial and primary MAAA focus, "protection of MAAA fields and operations" is almost a certainty - we now need to continue to convey the historical performance, proficiency and awareness of all MAAA members and have the exemption of registration by MAAA members to be applicable to any location we fly in accordance with MOPs, Administrative Instruments and legislation.

The MAAA are lobbying for your rights

Many operators within the RPAS space are unaware of the role the MAAA and clubs play in the safe administration of model aviation and any submissions made by MAAA or its members must be done in a considered and evenly balanced way. Emotional representations within the community consultation phase of the process will only cause harm to the lobbying into which the MAAA Executive has already invested significant time and effort.

Specific points the MAAA Executive have lobbied:

- The MAAA is a responsible organisation and has been such for in excess of 40 years.
- The MAAA is recognised by CASA as a safety conscious organisation and has been appointed a RAO (Recognised Aviation Administrative Organisation).
- The MAAA State Associations and Clubs have in place rules and policies promoting the safe flying of model aircraft and structured training schemes.
- The MAAA Instructor and wings system promotes the safe flying of model aircraft and knowledge of rules and regulations.
- Members' knowledge of aviation rules and regulations far surpasses those of the general flying hobbyist population.
- The impeccable safety record of members over the past 40 years.
- Through the administrative and safety culture, MAAA members pose no new risk to aviation safety.
- The MAAA has a registration system in place which records all details required by Government.
- All members have a registration number which can quite easily be used to identify a model or member.
- All members are issued with an identification card detailing their aeromodelling skills and appointments.
- The MAAA has an incident and accident management system which shares our collective learnings to make improvements to ensure the sport is safe now and in the future.

The reason for a unified approach is that it will strengthen our community position and increase the best outcomes for our members.

Respecting our current model aviation safety nature

Any CASA Regulations should respect the current model aviation safety culture of All MAAA members regardless of the flying site. The MAAA Membership system already provides a registration system and the instruction and wings proficiency scheme of the MAAA far exceeds any online accreditation test proposed by CASA which should not be established to undermine the MAAA's practical safety outcomes.

The outcomes the Executive would like to see are:

- MAAA members due to the safety culture of the organisation are exempt from registration when flying model aircraft at any legal location.
- The MAAA membership registration system become the official government registration system for members.
- The members MAAA registration card becomes the members government/CASA identification.
- No additional fees, other than MAAA membership, are required for federal registration.

These procedures have come into effect in both the USA and United Kingdom so it would appear that it only a matter of time before it will mandatory here in Australia.

It is pleasing to see that MAAA are being proactive on this issue and looking at it in the best interest of it's members around Australia.

At this stage there does not appear to be much discussion on how this might be enforced and managed to achieve their intended outcome, on the surface it looks like it would be a major time consuming exercise to register and control all RPA's over 750 grams.

Will be interesting to see what the final outcome is and what impact it has or could have on registered MAAA clubs through out Australia.

Watch this space .

***One solution being trialed is trained eagles to take out drones that are not complying with any agreed procedures or breaching protocols that have been introduced.***



I may be getting old, but I can still spot safety violations. This man has no hard hat, no safety glasses, no hearing protection and no gloves!



In August/September 2017, CASA published a drone discussion paper. The majority of respondents also supported some form of registration, training and proficiency when the weight of the drone was taken into account.

What happens next

CASA will register and review each submission received through this online response form. We will make all submissions publicly available here on the Consultation Hub unless you have requested that your submission remain confidential. We will also publish a summary of consultation which will summarise all the feedback we received.

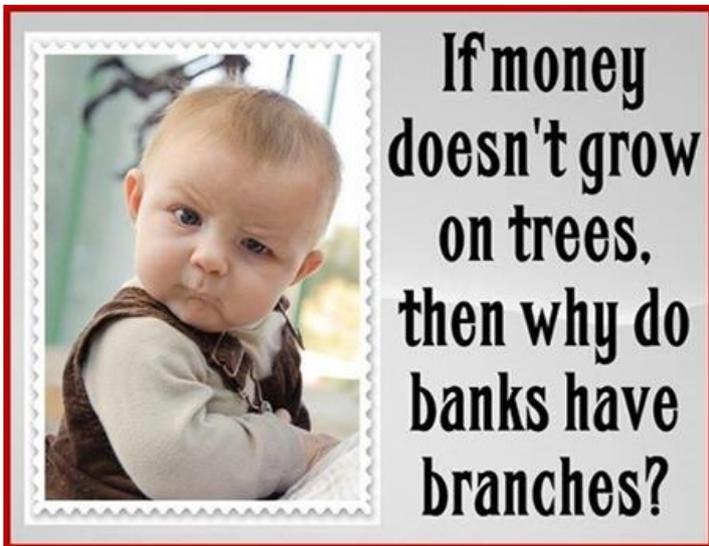
Once we have considered public feedback, CASA is working to an overarching commencement date of 1 July 2019. To minimise risks associated with the supporting information technology systems, a staged implementation is planned whereby registration and accreditation are progressively introduced:

1 July 2019 – RPA operator certificate (ReOC) holders (registration only)

1 September 2019 – Excluded RPA operators (Sub 2k and flying over your own land) (accreditation and registration)

November 2019 – Recreational drone operators (accreditation and registration)

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*A business man walks into an airport and presents himself at the ticket counter.*

*“I’d like a return ticket,” he says.*

*“Where to?”*

*“To here!” says the Business man.*



**“GOOD NEWS”**

**Australian Government**

**Civil Aviation Safety Authority**

**Approval of an Area for operation of unmanned aircraft and to conduct a Model flying display**

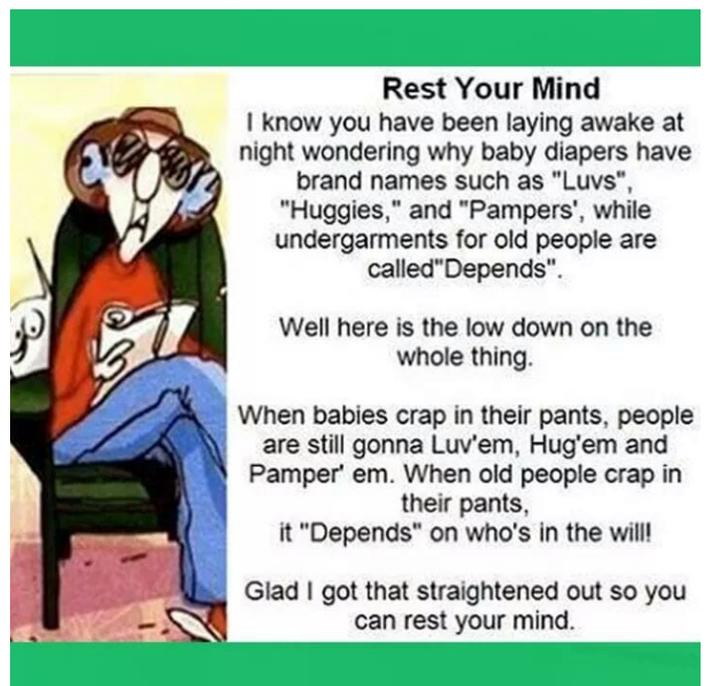
**1. This Instrument applies to the South West Associated Radio Modellers Society (SWARMS) (the club), an affiliate member of the Model Aeronautical Association of Australia (MAAA), ARN: 578375, to operate Model aircraft.**

**2. Approval This Instrument approves an area for operation of Model aircraft up to 1000FT Above Ground Level (AGL) for general operations and to conduct Model flying displays (the event) at the club field, Vickory Road, Elgin, Western Australia (the site), situated at coordinates S33 30.8 E115 36.7.**

**3. Conditions (a) This approval is subject to the general conditions at Schedule 1; and (b) Model flying displays must be conducted in accordance with the conditions at Schedule 1 & 2.**

We now have the official CASA notification that we can fly at 1000ft ceiling height at the SWARMS field, a copy of the full authorisation document has been laminated and placed on the notice board in the clubrooms for any reference that might need clarifying at a later date.

This document is valid until 2024 when there will be a requirement to reapply.



*The final flyby conducted recently by the Roulette's prior to being retired. 6 PC9's in front of the formation and 4 PC21's planes at the rear that will replace the PC 9's as they all feature in the flyover.*



Photo credits, Stephen Baldwin photography Australian International Airshow.2019

*The retired PC 9's are up for auction, disassembled here ready for the successful bidder to take away. One of these might just be an added attraction mounted at the entrance to the SWARMS field.*



*A man was on holiday with his girlfriend.*

*He had planned a seven course meal at their hotel for their final night away.*

*"That's lovely," the woman said when her boyfriend told her what he had organized. "What are we going to have?"*

*"A hot dog and a six pack of beer," the man replied.*

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*A sobbing Ms Brown approaches Fr O'Grady after mass.*

*He says: "So what's bothering you?"*

*She replies: "Oh, Father, I've terrible news. My husband passed away last night."*

*The priest says: "Oh, Mary, that's terrible. Did he have any last requests?"*

*"Certainly father," she replied. "He said: "Please Mary, put down that damn gun."*

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*Dr O'Mahony tells his patient: "I have bad news and worse news, John."*

*"Oh dear," John replies. "What's the bad news?" asks the patient.*

*The doctor replies: "You only have 24 hours to live."*

*"That's terrible," says the patient. "How can the news possibly be worse?"*

*Dr O'Mahony replies: "I've been trying to contact you since yesterday."*

“Yes” a long term proposed project is now completed, the agriculture pipes have been placed into position as a result of a very successful busy bee conducted on Saturday 23rd February.

The project commenced at 07-30am and was completed by 10am, the bobcat was a great help with the digging of the trenches. This has increased the width of the runways at the cross over drains by 6 metres so should eliminate any further concerns.

The pipes are a good size diameter, however, I would not see this improving the water drainage from the field as the terrain around the drains has not been changed in any way.



We now need to wait for some rain to arrive to settle the back fill and then the project can be completed around the entrance and exits of the pipes but the main part has been completed.

*Pipe in position ready for backfilling*



Son:  
 "Dad, I've got a part in the school play, I play a man who's been married 25 years"  
 Dad:  
 "Maybe next time you'll get a speaking part"

*Paddy's in the bathroom and Murphy shouts to him. "Did you find the shampoo?"*

*Paddy says, "Oi did, but it's for dry hair and I've just wet mine."*

*During the same busy bee it was decided whilst we had the bobcat in the area it would be a good time to level a section on the east/west runway that was incomplete.*

*The matting was folded back and the surface levelled.*



*The final back blade prior to rolling the matting back into position.*



I am currently in the process of scratch building a Vulcan Jet, it is a free plan that was included in a recent RCM&E magazine that I purchased. These planes have only recently been taken out of service in the British Airforce but had a very good flying reputation particularly in the Falklands War.

There are two options for the power train, it can be powered by 4 X 50mm fan motors or two pusher prop inrunner motors and I have chosen to go with the pusher prop version, it has a 49 inch wing span.

There is a lot of prep work marking and cutting ribs and formers as it is a delta wing not a lot of similarity in the wing ribs but they are now complete.

Very good write up on the flying capabilities of this design so really can't wait for the project to be completed so I can try it out in the sky, it was intended to be a winter project, however, could not stand to see all the components sitting there in the shed in that form so had to get started on the project

Looks like I will have to find another model to build during the winter months. (I am sure I can find one Troy)

Progression to date is partially completed fuselage both wing structures completed ready for balsa sheeting the next step in the fuselage nose and tail section then the turtle deck and the fin.



*This is what the finished build should look like.*



**Which radio control system is for you?**

The choice of radio control gear out there today is overwhelming and it's easy to become lost in that choice. But choosing a suitable radio needn't be difficult if you think it through.

Your budget is going to determine much of the answer, but there are other important things to consider too. Here are a few pointers to bear in mind...

MHz or GHz - without a doubt 2.4GHz!

Number of channels - you'll be hard pushed to find a new radio with less than 6 channels these days, but how many you need depends on how seriously you want to get in to the hobby. If you're quickly going to get in deep with more complex models, then you might soon outgrow a 6-channel radio and an 8+ channel Features & functions - modern computer radios already do more than the beginner needs but, again, if you see yourself getting seriously in to the hobby then you'll be needing at least a mid-range radio, not a basic bottom end one. Essentially, the more complex the plane you want to fly, the more complex the radio needs to be.

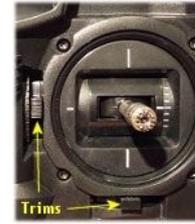
**Comfort** - easily overlooked, but if you're not happy holding the thing that controls your aircraft then your enjoyment of using it will be dampened. If you can get along to a local hobby shop, try out a few radios and see how they feel in the hands.

**Reputation** - by this I mean reputation and reliability of the brand. Steer clear of the Far Eastern radios going cheap on eBay that nobody has ever heard of, and go with a mainstream brand - there are plenty to choose from these days. Top brands include Spektrum, Futaba, JR, HiTech, Graupner, Multiplex to name a few. (Maybe Hobby King)

**New or used** - if you can afford it, always buy new. Buying a used radio carries a risk; you don't know its history, how badly it's been treated or even if its stolen goods! If you really do need to buy second-hand, try and buy something from someone you know who has treated it well.

**Which mode** - this is more than likely going to be determined for you,

**Trimming the airplane**



'Trimming' is the act of adjusting the airplane controls whilst in flight so that it flies in a straight and level line on its own, with the Tx sticks in their neutral positions and 'thumbs off'.

You may find that your plane has a tendency to turn one way or another when you aren't steering it (particularly to the left due to the torque from the motor). Use the small transmitter trims to fine-tune the neutral position of the control surfaces.

After you apply some trim, let the plane fly on its own for a few seconds, then re-adjust accordingly. The aim is to get the model flying straight and level with no input from you at the transmitter. Bear in mind, though, that if you use full power while trimming, the plane will likely want to climb, so do your straight and level trimming at around half to three-quarter power and at cruising speed.



**Members, this is your news letter and it gives you an opportunity to share some of your experiences with other members of the club. If you have a story, pictures, details of a current build or any thing that might be of interest please don't hesitate to forward to me for inclusion in the next edition.**

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## Why do RC airplanes crash?

There are several reasons why our beloved planes meet an untimely end.

The number one cause is pilot error; either the pilot is flying beyond his or her abilities, or flying a plane that's too advanced or simply unsuitable for his/her level of experience. Or perhaps they make a genuine mistake because of, say, disorientation - even experienced rc pilots make the wrong stick movements sometimes.

Equipment failure is another reason. In fact pilot error is commonly disguised as equipment failure! Unwanted radio interference is a known killer of rc airplanes, but with the advent of 2.4GHz radio control systems this is becoming less common. Having said that, though, 2.4GHz radio control systems aren't as infallible as initially thought and you only need to browse internet forums to see that there are pilots out there who have lost aircraft because of problems with such systems. Thankfully, though, it doesn't happen too often.

Flying surface or control surface failure can also be the guilty culprit in bringing down our planes, especially if the builder did a less than satisfactory job on the hinges!

Yep, there are several different reasons why rc airplanes crash. Prevention is better than cure, but sadly it takes a crash to figure out what went wrong and hopefully prevent it happening again in the future. This hobby is all about learning from our mistakes, and sometimes we have to do it the hard way.

### The RC mid-air collision

Some of the most spectacular rc airplane crashes happen in mid air, when one aircraft unintentionally (usually...) makes contact with another, particularly at high speed. This is almost always down to pilot error, and it's an easy mistake to make in crowded skies. You only need to fly once with one other plane in the sky to know how easy it is to misjudge, or not know, the position of the other plane.

When a mid-air does occur, it's usually common etiquette for both pilots to share the blame (unless some obvious evidence suggests otherwise!). The sharing of blame makes sense, since both pilots were generally in the same situation - flying and being aware (or unaware...) of other aircraft in the sky.

Anyone who has witnessed such an event will know the unmistakable noise of impact, immediately followed by complete silence as tiny pieces of shredded airplane fall gently to the ground.

One mid-air collision that I personally witnessed in my early aeromodelling days was particularly spectacular... Two planes met head-on, so you can imagine the result. While walking around the wreckage, one guy accidentally kicked what was left of the plane's shattered wing. The owner, as a natural reaction, cried out "Hey, don't break it!"

But laughs aside, understand this...

RC airplane crashes are all part of the hobby, there's absolutely no doubt about that. Any RC pilot who tells you that he/she hasn't crashed his/her airplane obviously hasn't been flying for long enough.

This shows what can happen when things go wrong, and is written in a way that might appear to be making fun of the pilots involved. Not so! I've merely tried to take the sadness out of the experience.

I myself have crashed my fair share of rc airplanes, some of which had taken many hours to construct from a kit. I've flown with many rc pilots who have crashed their beloved, and often expensive, model planes. And although the moment of a serious crash is heartbreaking, one thing usually happens soon after the crash - the pilot smiles, even laughs and jokes about it!

Maybe it's just his/her way of expressing the sudden grief of losing something so precious, but it happens.



## *RC flying Dos and Don'ts*

### *- some basic safety tips -*

The rc flying Dos and Don'ts listed below are just some basic tips that should keep your flying experiences as safe and enjoyable as possible. They're guidelines for flying in public places - if you're flying at a club patch, then you'll have club rules in place.

They're not set in stone but go along the lines of general common sense. RC flying is a great hobby and will give you heaps of fun, but all rc pilots need to fly responsibly - or we all get a bad name!

Of course accidents can and do happen, but as the British Model Flying Association puts it... "Safe flying is no accident".

So please bear these rc flying Dos and Don'ts in mind when you're at the field with your rc airplane, and you'll have a much better day.

### *Some RC flying Dos*

If you're new to the hobby, do choose a suitable aircraft i.e. a model suited to your current flying experience, not the one that looks the best in the shop but you won't be able to control. Following the advice throughout this website should give you the right idea.

**Do** be aware of any model flying rules and regulations as set out by your country's governing body.

**Do** select your flying site carefully, and always check to see whether flying an rc aircraft is permitted in the area that you want to fly.

**Do** check whether any kind of public liability insurance is needed (it usually is for club flying). If your aircraft damages property or, even worse, people, then you could be in for a multi-figure damages claim. Yikes!

**Do** search out any local clubs in your area. If you don't want to join, at least talk with members about flying outside of their space; MHz frequency control is a serious issue and can't be ignored.

**Do** be very aware of proximity to houses, roads, schools etc. and keep as far away as possible. The larger and clearer the open space for radio control flying, the better.

**Do** carry out those essential pre-flight checks and, very importantly, the range check.

**Do** respect that not everyone likes rc models! Noisy airplanes should be flown at rc flying club fields or well away from public ears.

**Do** be very aware of your radio gear battery levels at all times. A drop in charge after lots of flying will result in the aircraft going out of range, and out of control. Very bad in a public place.

**Do** write your name and phone number somewhere on the aircraft (or use an address label). RC airplanes have been known to fly off by themselves, or get stuck up trees or lost in corn fields, and the finder has more reason to return it if there is contact information - and even more so if there's an offer of a reward.

**Do** fly within your skill limitations. We all need to push the envelope a bit, that's how we progress, but pushing it too hard too fast can have nasty results.

**Do** use common sense, keep it safe, sensible and responsible at all times.

**Do have fun!**

### *Some RC flying Don'ts*

**Don't** fly where flying isn't permitted.

**Don't** fly too close to built-up areas or roads, or anywhere where you could be a nuisance to the public.

**Don't** fly in an area with lots of trees, pylons, posts, power lines and other obstacles.

**Don't** fly close to people who are out trying to enjoy the sunshine. Or anyone at anytime, for that matter.

**Don't** fly over or close to animals - wild or domestic.

**Don't** try and fly beyond your capabilities eg try advanced aerobatic maneuvers without mastering the basics first.

**Don't** fly over your head and behind you - it's the quickest way of getting completely disoriented and confused with what the aircraft is doing. A truly horrid feeling when it happens, believe me!

**Don't** fly the aircraft too far away - it doesn't take long for an rc airplane or helicopter to become a tiny dot in the distance, and you have no idea of what the aircraft is doing, which way up it is etc. Again, a sure way for disorientation to kick in.

**Don't** fly on very windy days if your aircraft - or its pilot - isn't capable of handling wind. Different rc aircraft can handle different strength winds, but for a basic electric park flyer a wind of 10mph could be too much. No wind or a gentle breeze is ideal.

**Don't** turn on a MHz transmitter if you see other modellers around. Check which frequency band they are using first; they also could be using a MHz TX so you need to be aware of potential frequency clashes.

**Don't** forget your pre-flight checks and range check.

**Don't** fly if you are in any doubt about your aircraft or your situation. Wait for another day instead, or choose a safer area.

The above rc flying Dos and Don'ts relate to flying in public places. Again, common sense should dictate how you fly anyway. If you're flying at a club field you should already have the club rules to hand, so obey those at all times!

I'll just reiterate the point about rules and regulations as set out by CASA / MAAA governing body for model flying; many newcomers to the hobby don't even know that such rules are in place.

In recent times, these rules have become more strict and more important, thanks to the popularity of drones/UAVs. So please don't just buy something and think you can go and fly it anywhere you like. If you're flying illegally and something goes wrong, you won't have a leg to stand on.



**AIDS Warning**

**To all of you approaching 50 or have reached 50 and beyond, this is specially for you.**

**Senior Citizens are the nation's leading carrier of AIDS !! Yes Aids.**

**Hearing aids**

**Walking aids**

**Medical aids**

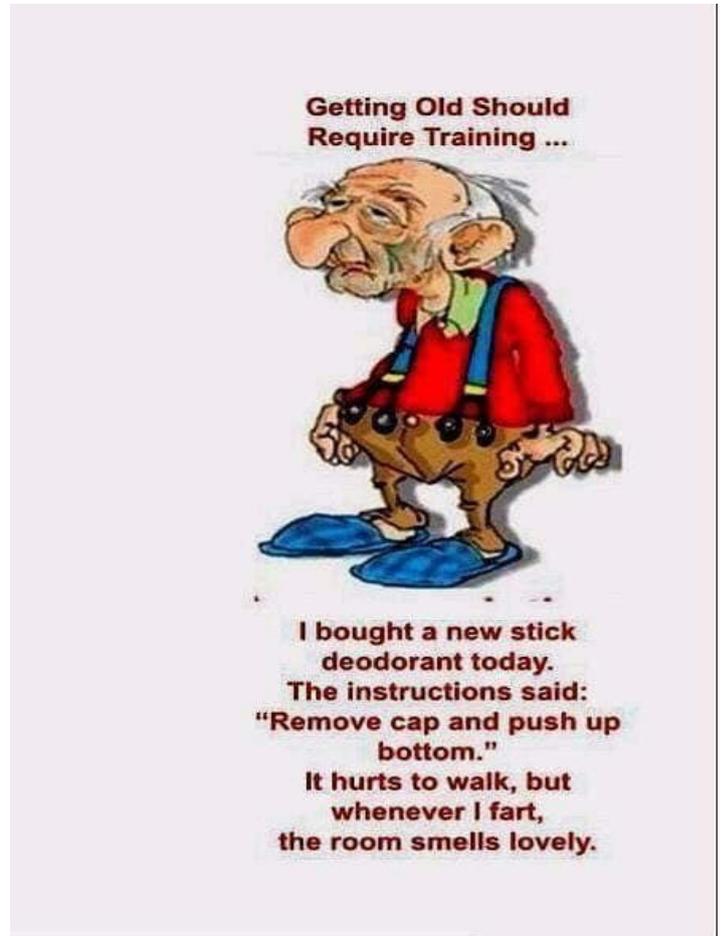
**Government aids**

**Most of all Monetary aids for their kids.**

**Not forgetting HIV ( Hair is vanishing)**

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**A wise person once said: 'We all love to spend money buying new clothes but we never realize that the best moments in life are enjoyed without clothes.'**



The water bombers have been very active in and around the South West over recent weeks with precision drops over many large fires that have been out of control for days.

They certainly make the job easier for those personnel on the ground particularly in inaccessible areas where it is impossible for fire units to access.

These have been backed up by the helicopter and together they have saved lives and property.





**" BANANAS.. "**  
**Some very interesting FACTS**

Never, put your banana in the refrigerator!!!...  
 This is interesting. After reading this, you'll never look at a banana in the same way again.  
 Bananas contain three natural sugars - sucrose, fructose and glucose combined with fiber. A banana gives an instant, sustained and substantial boost of energy.

Research has proven that just two bananas provide enough energy for a strenuous 90-minute workout. No wonder the banana is the number one fruit with the world's leading athletes.  
 But energy isn't the only way a banana can help us keep fit. It can also help overcome or prevent a substantial number of illnesses and conditions, making it a must to add to our daily diet.

**DEPRESSION:**

According to a recent survey undertaken by MIND amongst people suffering from depression, many felt much better after eating a banana. This is because bananas contain tryptophan, a type of protein that the body converts into serotonin, known to make you relax, improve your mood and generally make you feel happier.

**PMS:**

Forget the pills - eat a banana. The vitamin B6 it contains regulates blood glucose levels, which can affect your mood.

**ANEMIA:**

High in iron, bananas can stimulate the production of hemoglobin in the blood and so helps in cases of anemia.

**BLOOD PRESSURE:**

This unique tropical fruit is extremely high in potassium yet low in salt, making it perfect to beat blood pressure. So much so, the US Food and Drug Administration has just allowed the banana industry to make official claims for the fruit's ability to reduce the risk of blood pressure and stroke.

**CONSTIPATION:**

High in fiber, including bananas in the diet can help restore normal bowel action, helping to overcome the problem without resorting to laxatives.

**BRAIN POWER:**

200 students at a Twickenham (Middlesex) school ( England ) were helped through their exams this year by eating bananas at breakfast, break, and lunch in a bid to boost their brain power. Research has shown that the potassium-packed fruit can assist learning by making pupils more alert.

**HANGOVERS:**

One of the quickest ways of curing a hangover is to make a banana milkshake, sweetened with honey. The banana calms the stomach and, with the help of the honey, builds up depleted blood sugar levels, while the milk soothes and re-hydrates your system.

**HEARTBURN:**

Bananas have a natural antacid effect in the body, so if you suffer from heartburn, try eating a banana for soothing relief.

**MOSQUITO BITES:**

Before reaching for the insect bite cream, try rubbing the affected area with the inside of a banana skin. Many people find it amazingly successful at reducing swelling and irritation.

**NERVES:**

Bananas are high in B vitamins that help calm the nervous system..  
 Overweight and at work? Studies at the Institute of Psychology in Austria found pressure at work leads to gorging on comfort food like chocolate and chips. Looking at 5,000 hospital patients, researchers found the most obese were more likely to be in high-pressure jobs. The report concluded that, to avoid panic-induced food cravings, we need to control our blood sugar levels by snacking on high carbohydrate foods every two hours to keep levels steady.

**ULCERS:**

The banana is used as the dietary food against intestinal disorders because of its soft texture and smoothness. It is the only raw fruit that can be eaten without distress in over-chronicler cases. It also neutralizes over-acidity and reduces irritation by coating the lining of the stomach.

**TEMPERATURE CONTROL:**

Many other cultures see bananas as a 'cooling' fruit that can lower both the physical and emotional temperature of expectant mothers. In Thailand, for example, pregnant women eat bananas to ensure their baby is born with a cool temperature. So, a banana really is a natural remedy for many ills. When you compare it to an apple, it has FOUR TIMES the protein, TWICE the carbohydrate, THREE TIMES the phosphorus, five times the vitamin A and iron, and twice the other vitamins and minerals.. It is also rich in potassium and is one of the best value foods around So maybe its time to change that well-known phrase so that we say, 'A BANANA a day keeps the doctor away!'

If you chose to take this advice and increase the number of Bananas you might consume at the field as a result please ensure that you place the skins in the bin as they do create a slip hazard.



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*A man approaches a travel agent and says: "I want to buy a plane ticket for Norwald...for a holiday".*

*Confused the travel agent begins searching on the computer.*

*"Norwald? I've never heard of it. I don't see it listed and I can't find it on the map.*

*Where is Norwald?" he asks.*

*"Over there, he's my brother!" the man replies.*

\*\*\*\*\*

*I haven't verified this on Google, but it sounds legit.....*

*A recent study found that women who carry a little extra weight live longer than the men who mention it.*

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*Having a cold drink on a hot day with a few friends is nice, but having a hot friend on a cold night after a few drinks is PRICELESS.*

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***Dressage commentator***

***This is a really lovely horse and I speak from experience since I once mounted her mother.***

If you happen to witness an rc aeroplane doing something that the pilot didn't want it to do, here are some handy tips on how to react - a bit of 'rc airplane crash etiquette', if you like...

- Keep quiet - let the pilot have the first word.
- Cover your ears if you don't like swearing or blasphemy.
- Let the pilot walk back to the flight line, don't go running over to him ready to initiate a group hug.
- Don't offer him \$10 for his transmitter.
- Don't hand him your plastic bag, let him use his own - it's part of the wreckage collection ceremony.
- Offer to help look for the wreckage if the plane came down out of sight, but don't go sprinting across to the crash site - this indicates your urge to salvage the good parts to sell on eBay.
- Don't offer to take photos until the pilot mentions the idea. Hide the fact that you had your camera turned on before the plane even hit the ground.
- Don't make comments such as "I would never have tried that manoeuvre myself", or "It's so easy to get disoriented sometimes", or "Are you sure you remembered to put the radio gear on charge last night?"...
- Instead, offer constructive, tactful comments such as "Well, think of what your Christmas present will be!", or "Well, it doesn't look so bad - maybe a bit of epoxy here and there", or "Well you said you wanted to build a new plane"...
- And whatever you do, never ever ever mention pilot error!



*Catch you when we fly into the next edition in 2019. Happy Flying.*

