



Propwash

July 2021

From the President



Presidents Report 2020/2021

Around this time last year the current committee, sitting here in front of you, were elected by you to continue looking after SWARMS and in some ways try to improve it. As in previous years the membership has remained around the low 30's however there has been a bit of late activity and these numbers may rise come the new financial year. I'm sure with the improvements to the field and facilities, that have occurred, that numbers will increase into the future.

First item on the agenda for the new committee was the unfortunate decision to have to cancel the 2020 Annual Funfly. As we know this was due to Covid 19 and there were a lot of pilots out there that were very disappointed about the decision but it was just too great a risk for the club to take. Covid is still here and rears it's ugly head now and then but as it stands at the moment the 2021 Funfly is all go. I know there was a lot of talk about it around the pits at the recent KAMS Warbirds meet so hopefully it will be a great turnout.

At the start of the 2020/2021 flying season we were awaiting decisions on grant applications for the new runway. Ron Waller had put a lot of time and effort in proposals for these and fortunately that hard work paid off in a grant from the AWA for \$10,000 and \$3,333 from the Capel shire. There was also a one off Covid payment from the shire for \$1,500.

The funds didn't stop there as there were some individuals that put their hands into their pockets and donated over \$2,000 as well. With all this, and club savings, the new runway project could go ahead.

Prior to the runway project starting thieves decided that they would take our ride on mower and pressure cleaner. There were some grainy photos of them but nothing really to identify them. Thanks to Scott and Jackie a new system has been put in place that is far clearer, so much so that I get pictures of moths flying around at midnight. At the same time, as the theft, Andrew McCauly was at the club and offered to donate a ride on mower that was surplus to his needs.

The club accepted the donation and Trevor and the Dardy mens shed got it running sweetly. Unfortunately, and to just give us another kick, around the same period of time the club fridge and battery decided to pull up stumps and had to be replaced. Not a good period of time for the club.

Major news of course for the year was the installation of the new runway. Ron Waller did a lot of work on this and managed to have the runway completed on time and under budget. Earthworks started on the 26th November 2020 with soil being removed and the strip levelled. Over a period of four days in December, with Ron getting up at 4:30am and overseeing the works, the concrete was poured and finished by contractors hired to do the job. On the 9th December 2020 the runway, which measures 82m x 8.4m, was completed.

I am sure all of you are proud of what you have achieved as a club to get this runway and we are the envy of other clubs with the facilities that you all have worked so hard for.

Another task that required doing was the boundary fence. Ian Clapp and "Mates" were on the job for this and thank you also to all those members that came out at various times to complete the job. The fence looks great and meets shires requirements to boot.

Last month one of our long serving members Rob Woodhead (Woody to his mates) made the Flying Scale magazine, front cover no less, and also graced nine, yes nine, pages. A great article and some fantastic photos of Woody and his wonders. This was also a great advertisement for the club. Do yourselves a favour and pick a copy up at your local store.

In May concrete was poured to re-establish the taxiway onto the new runway and also replace the matting in the start up area. MAAA were offering grants to clubs for facility improvements for which we applied so as to carry out this concreting and also replace the pavilion roof. A grant of \$5,500 from the MAAA was made to the club for these works. The materials for the roofing has now been ordered. This will subsequently be erected when opportune.

Also up and coming is an EDF Fly In scheduled for 15th August.

It has been great to have been part of what we all have achieved over the past 12 months. I would like to thank you all for the opportunity you gave me to be President. It's been an honour really and I hope to get the chance to do it again in the future.

Bill Darnell
SWARMS President



A pilot and a co-pilot were descending for a landing at an airport they had never been to before. The pilot looked out of the front window and suddenly exclaimed to the co-pilot: "Holy cow! Look how short the runway is! I've never seen one that short!"

The co-pilot looked out the windshield. "Wow! you're right! That's incredible! Are you sure we can make it?"

"Well we better, we're almost out of fuel." So the captain got on the intercom, and notified the passengers to put their heads between their knees, and prepare for an emergency landing. Then he set the flaps to full down, and slowed the plane to just over stall speed. The big jumbo jet came screaming in, on the ragged edge of control. The pilot's hands were sweating, the co-pilot was praying.

They touched down, and came screeching to a halt just before the edge of the runway, the tires smoking.

"That was close!" yelled the captain. "That runway was short!"

"Yeah!" said the co-pilot. "And wide too!"



A man went to his doctor for a follow-up appointment.

"Look, I've got some bad news and some very bad news," the doctor says.

"Well, might as well give me the bad news first," says the patient.

"The lab called with your test results. They said you have 24 hours to live."

"Twenty-four hours!" cries the man. "That's terrible! What could be worse news than that? What's the very bad news?"

"Well," says the doctor. "Your mobile has been switched off and I've been trying since yesterday to reach you."

From the Editor



With the club AGM conducted on July 4th it confirms another flying year is behind us and we look forward to see what challenges this year brings us.

These three members were and looked so comfortable in their positions that they were all elected unopposed for the 2021/22 flying year.



The following members were elected onto the committee for the 2021/22 flying year.

- President:** Bill Darnell
- Vice President:** Ian Clapp
- Secretary:** Dennis Milligan
- Treasurer:** Trevor Wilson
- Canteen manager:** John Frings
- Propwash editor:** Ron Waller
- Maintenance officer:** Steve Green
- Safety Officers:** Troy Lucy
John Frings

The club fees were set for the year @:

Category:	SWARMS	AWA/MAAA	Total
Senior:	\$170	\$140	\$310
Pensioner:	\$140	\$140	\$280
Junior:	\$40	\$0	\$40
Associate:	\$20	\$140	\$160
Social:	\$20	\$0	\$20

It was good to see the members who braved the shocking weather condition to attend the meeting as flying was certainly out of the question on the day.



There are a couple of events scheduled for this year, the first being the EDF jet day Sunday 15th August and the annual Funfly weekend 25th & 26th September.

I would encourage members to support these event and enjoy the fellowship and camaraderie that comes with being involved in our sport.

With finger crossed and all COVID restrictions lifted we can hopefully look forward to some time in the sky on these days.

Posters for each event enclosed in this edition.

#####

As I have been elected to the Propwash editors position again this year I would encourage members to make a contribution to the magazine during the year, there is around six editions produced each year with relevant information about the happenings in and around the club to keep members up todate with the news.

If you have a build going on, wanted to sell / buy or have something to share with members please don't hesitate to get in touch with me.

#####

It is always better to be down here wishing you were up there than up there wishing you were down here.



The Capel IMAC round was run over the 26th & 27th June at the field, pilots arrived on the Friday to get in a bit of practice and to familiarize themselves with the field layout.

Saturday the weather was near perfect for the event with pilots being tested through their various disciplines to see who would come out at the end of the competition the "Top Gun" pilot.

The only disappointing thing was the number of pilots who attended the competition, this was not like it has been in the past with only 6 pilots taking part in this years event.



The pilots and their planes lined up in the bright sunshine and blue skies that they enjoyed even if it was only for one day.

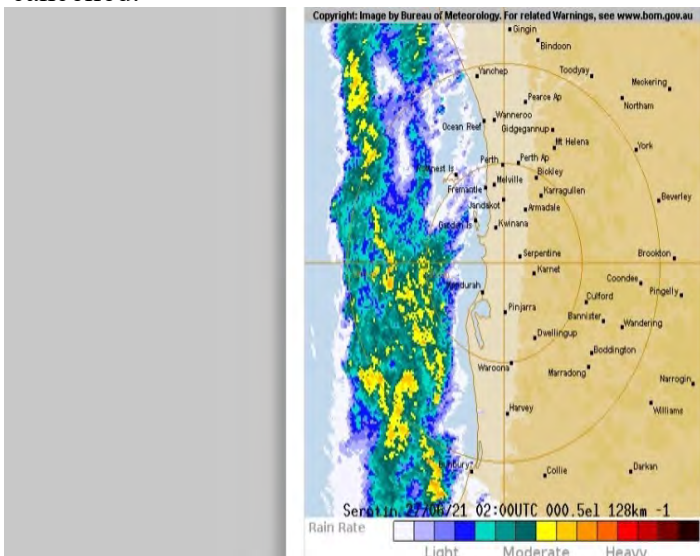


Scott is not shy to take an opportunity to promote the business, it was good to see that he was able to get a bit of free advertising in here with DLE engines on the banner and on the engine cowl of this plane. Could be a future in PR for you Scott.

Due to the predicted change in the weather for Sunday an effort was made to get the majority of the rounds in the competition completed on the Saturday, this was achieved and the Sunday completion was cancelled.



The event was sponsored again this year by DLE Engines, a big thank you to Scott and Jackie for their involvement and for the food contribution.



The disappointing thing here I was scheduled to cook breakfast on Sunday morning and I missed out, I had been practicing all week.



On Sunday 20th June there was a bit of activity in the outfield which resulted in Humphro getting Clap-pie's ute bogged and the time came for him to tell Ian the bad news.



It just so happened that Troy was also present and was thrilled when asked to assist with the retrieval of the ute. During the football season there is always plenty of banter dished out between these two after either a win or a loss of their favourite teams. ***Ian an Eagles fan and Troy a Tigers fan.***



Once the towline had been untangled the task proceeded without another hitch. The Tiger was attached to the Eagle and the Tiger successfully retrieved the ute and the humiliated Eagle.

Looks like another win for the Tigers. (Not having too many recently)

I wonder if Humphro is covering his mouth as the result of a cough or actually laughing behind his hand as Ian prepares the tow line, I think it could be the latter.



We have had a reasonable amount of rain at the field recently and the out field is very green and lush but also very soft when accessing with a vehicle.

Maybe we can look forward to another good harvest of the crop but prior to that happening the hay bail rolls from the last harvest need to be removed to enable easy access to the area.

The grass regrowth along the edges of the new runway and the run off area at the ends has almost returned to normal, however, there are still members who are not using the new strip but practice makes perfect, keep persisting with your approach.

A woman was at an ice-cream parlour waiting to buy some ice-cream. There was one man in front of her. He ordered a chocolate cone. The assistant told the man that he was sorry, but they had run out of chocolate. He said, "Okay then, I'll have some chocolate." The assistant said, "Mate, I'm sorry, I'm out of chocolate." Once again, the guy said, "Okay, I'll have some chocolate." Exasperated, the assistant said, "Mate, spell v-a-n, as in vanilla." The man spelled 'van'. "Good. Now spell s-t-r-a-w, as in strawberry." The man spelled 'straw'. "Great!" said the assistant. "Now spell e-f-f, as in chocolate." The man replied, "There's no eff in chocolate." "That's what I've been trying to tell you!"

#####



FUN FLY-IN

Saturday

8:00 am: Fun Fly (Open to all aircraft)
10:00 am: Pilots Brief
6:00 pm: FunFly Dinner (Please RSVP)

FREE admission
25th - 26th
September
2021

Sunday

9:00 am: Fun Fly (Open to all aircraft)
10:00 am: Pilots Brief
Monday (Public Holiday)
Open Field

Every pilot who flies
goes in the draw for a
DLE-20 Engine

Bill Darnell : 0400077555
Dennis Milligan : 0427257035



TIME SLOTS ALLOCATED THROUGHOUT WEEKEND
FOR
Scale - Jets-helicopters

FOOD, DRINKS AND OVERNIGHT CAMPING AVAILABLE

Vickery Road
Elgin WA 6237

www.swarms.org.au
www.facebook.com/SWARMSWA

Not sure if this is an advertisement for electric motors but the model is fitted with nine motors, the one on top appears to be a pusher puller setup and the one on the front of the fuselage has two propellers fitted.

The two positioned on the wing close to the fuselage have three blade props. The four on the outside wing tips look like a standard set up.

I can see why there are a lot of batteries visible here.



I am sure that through out our involvement with RC model aeroplanes there came a time when you questioned the expense involved when making a purchase, I see it as an addiction.

The way I see it smokers and drinkers spend a small fortune on their bad habits, (not that RC is a bad habit) I do neither and the amount I spend on planes and RC gear is much less than a 2 pack a week cigarette smoker or a 2 carton a week beer drinker. When I average it out spending is less than \$40 per week on average its just that when you spend you tend to do it in big chunks.

I admit I have an addictions. (I'm *trying* to quit, but it's not easy.)

That's my attempt at an excuse anyway.



Some light hearted riddles

Q: Why did the golfer have two pairs of pants?

A: In case he got a hole-in-one.

Q: When is it much better to be a woman than a man?

A: When you're in the toilet of an aeroplane and it hits turbulence.

Q: What's grey, has four legs and a trunk?

A: A mouse on holiday.

Q: How are sex and air a lot alike?

A: Neither one's a big deal until you're not getting any.

Q: What happens if you play a country music song backwards?

A: The singer gets his wife, house and job back!

Q: Why did the woman with leprosy fail her driving test?

A: She left her foot on the clutch.

Q: What did God say after creating Adam?

A: I must be able to do better than that.

Q: What did God say after creating Eve?

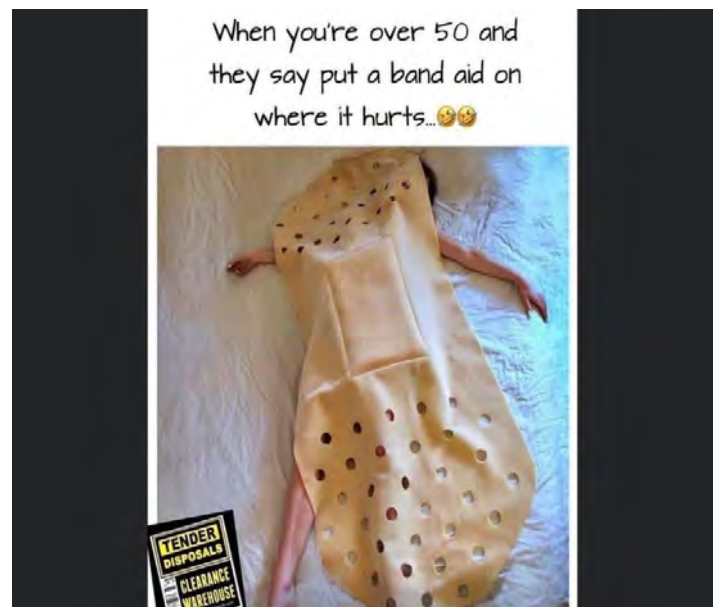
A: Practise makes perfect.

Q: Did you hear the one about the cannibal who had chronic indigestion?

A: He ate someone who disagreed with him.

Q: What do you get when you cross a dog with a Concorde?

A: A jetsetter.



SWARMS

E.D.F. DAY



Sunday August 15th.
SWARMS Field, Vickery Road,
Elgin

Starts 9.30am

Competitors entry fee \$10 This include lunch.
Camping available, Raffle, Precision EDF Demo.

Contact: Ian Clapp 0458727111





I heard that Trevor celebrated a recent milestone, I know your day was enjoyable as that was gauged by the photos on "Facebook" hope there are many more to come.



Could be mistaken but almost sure that the number on the cake resembles a 70th.



A bit of useless information but a fact.

Did you know that "**Racecar**" spelt backwards is still "**Racecar**"

What is a Fact ?

Something that actually exists; reality;

truth: *Your fears have no basis in fact.*

Something known to exist or to have happened:

Space travel is now a fact.

A truth known by actual experience or observation; something known to be true:

Scientists gather facts about plant growth.

Something said to be true or supposed to have happened:

The facts given by the witness are highly questionable.

Law. Often **facts.** an actual or alleged event or circumstance, as distinguished from its legal effect or consequence.

The fact is I needed to fill this little bit in the news letter with something to complete this edition.

If members gave me any type of contribution there would be no requirement for this trivia.



Glow Plug vs. Nitro - What's In a Name?

Glow, *glow plug* and *nitro* are just different names for exactly the same power type.

The name 'nitro' actually comes from nitromethane, a glow fuel ingredient. The name was really adopted for radio control planes (and helis) from the rc car and boat world, where it had been used to make the vehicles sound more macho and racy!

A false, but very marketable, association could be made between nitromethane and nitrous-oxide, used in race cars to improve performance. The latter is commonly shortened to *nitrous* but can also be called *nitro*, which certainly did the trick for the rc manufacturers!

Glow / glow plug comes from the fact that these engines use a, erm, glow plug to ignite the fuel/air mixture in the combustion chamber, rather than a spark plug.

Before electric power (EP) became mainstream, in the early 2000s, glow powered planes made up the majority of planes found at your average club field. Glow plug powered rc airplanes are more restricted to club sites simply because they aren't as suitable for flying in public places (eg parks) as EP planes are, due to noise issues.

Gas (petrol) vs. Glow Plug



Above: a petrol (left) and glow plug rc plane engine.

True petrol (gasoline) power isn't quite as popular as glow, but in recent times rc engine manufacturers have been producing more, and user-friendlier, petrol engines and they are now becoming very popular. One advantage of petrol over glow is that of fuel cost, with petrol being so much cheaper.

A petrol engine also burns cleaner, whereas glow fuel can leave a very oily residue. A disadvantage with petrol is that of smell - we all know how strong it is, and your rc airplane storage hanger (and car) can become very smelly with the slightest spillage.

Petrol engines are more complex to operate, since they require an electronically operated ignition system. This also makes them a bit more costly to buy, size-for-size.

Get your DLE petrol engines through your local distributor, Scott & Jackie, they stand behind everything they sell. (Good idea not to get your bed from them).



Not a nice feeling whilst enjoying a comfortable flight and you look out the window and see this activity on the starboard wing tip.

This is when the wheels touching onto the runway is such a great relief.



Gas (IC) vs. electric RC flying - pros, cons

As with everything, there are two sides to consider in the gas vs. electric rc flying argument. Opinions and preferences are always personal, and the IC vs. EP argument is always a very lively one.

So below is a little comparison chart showing some fundamental points to consider when trying to decide between gas and electric powered rc aircraft.

POINT	GAS (IC)	ELECTRIC	COMMENTS
Price to buy.	Generally speaking more expensive for the beginner.	Can be lots cheaper because simpler EP planes are available. But high-end electric setups can be costly.	You can definitely get started for less with electric.
Availability.	From specialist model/hobby shops.	From hobby & many toy shops.	IC models are more specialised, simpler EP ones can be bought from a wider variety of places.
Additional / ongoing costs.	Generally higher; fuel, accessories and possible club membership necessary.	Less costs, although large Li-Po motor battery packs can be pricey.	Fuel is the major ongoing cost for IC, plus additional items to start the engine are necessary. Not so with EP.
Learning curve.	Steeper for a 4 channel plane, which IC ones tend to be.	Less steep if you buy a smaller 2 or 3 channel EP plane.	Not too different really. Having IC means having to learn about engine maintenance.
Environmental issues.	Noisy & messier.	Quiet & clean.	You won't disturb many folks with electric flying, although a well-silenced 4-stroke engine can be quiet.
Club membership.	Almost essential unless you have good access to private land.	Not as essential.	More EP planes can be flown in public places. IC planes do carry a higher 'nuisance factor' because of the noise.
Accessories.	Essential field items are needed to start and run the engine.	Few needed but spare battery packs and a good charger are necessary.	Gas planes require more because of the engine, but at a club you can always borrow these to begin with.
Maintenance.	Moderate.	Very little.	The engine makes gas planes require more ongoing maintenance, but you'll get to learn more!
Repairability.	Moderate to complex.	More straightforward if it's a foam plane.	Depends on the construction of and damage to the plane, but foam is easier to repair than balsa/ply.
Flight times.	Depends on size of fuel tank.	Depends on capacity of battery pack.	Generally speaking gas planes have longer flight times, but there's not much in it these days.
Fun factor.	High!	High!	Same amount of fun can be had with each!

Story on the B29 Superfortress



The most widely produced Superfortress model was the B-29, of which 2,537 aircraft were built.

The B-29 featured the first ever fully pressurized nose and cockpit in a bomber; an aft area for the crew was also pressurized. Since the bomb bays were not pressurized, a pressurized tunnel was devised to connect the fore and aft crew areas. A retractable tail bumper was provided for tail protection during nose-high takeoffs and landings.

Perhaps the most famous B-29s were the sixty-five examples of the Silverplate series, which were modified to drop atomic bombs. They were also stripped of all guns, except for those on the tail, in order to have a lighter aircraft. The Silverplate aircraft were handpicked by Lieutenant Colonel Paul W. Tibbets for the mission, straight off the assembly line at the Omaha plant that was to become Offutt Air Force Base. The Silverplate bombers differed from other B-29s then in service by having fuel injection and reversible props.

The B-29 was also used in 1950–53 in the Korean War. At first, the bomber was used in normal strategic day-bombing missions, though North Korea's few strategic targets and industries were quickly destroyed. More importantly, in 1950 numbers of Soviet MiG-15 jet fighters appeared over Korea, and after the loss of 28 aircraft, future B-29 raids were restricted to night-only missions, largely in a supply-interdiction role.

The B-29 dropped the 1,000-lb VB-3 "Razon" (a range-controllable version of the earlier Azon guided ordnance device) and the 12,000 lb. VB-13 "Tarzon" MCLOS radio-controlled bombs in Korea, mostly for demolishing major bridges, like the ones across the Yalu River, and for attacks on dams. The aircraft also was used for numerous leaflet drops in North Korea, such as those for Operation Moolah.

Pilot Charles Sweeney credits the reversible props for saving *Bockscar* after making an emergency landing on Okinawa following the Nagasaki bombing. ¹Enola Gay, flown by Tibbets, dropped the first bomb, called Little Boy, on Hiroshima on 6 August 1945. Enola Gay is fully restored and on display at the Smithsonian's Steven F. Udvar-Hazy Center, outside Dulles Airport in Washington, D.C. *Bockscar*, piloted by Major Charles W. Sweeney, dropped the second bomb, called Fat Man, on Nagasaki three days later. *Bockscar* is on display at the National Museum of the United States Air Force.



Following the surrender of Japan, called V-J Day, B-29s were used for other purposes. A number supplied POWs with food and other necessities by dropping barrels of rations on Japanese POW camps.

American post-war military assistance programs loaned the RAF enough Superfortresses to equip several RAF Bomber Command squadrons. The aircraft was known as the Washington B.1 in RAF service and served from March 1950 until the last bombers were returned in early 1954. The phase-out was occasioned by deliveries of the English Electric Canberra bombers. Three Washingtons modified for ELINT duties and a standard bomber version used for support by No. 192 Squadron RAF were decommissioned in 1958, being replaced by de Havilland Comet aircraft.

A Superfortress of the 91st Strategic Reconnaissance Squadron flew the last B-29 mission of the war on 27 July 1953. Soviet records show that one MiG-15 jet fighter was shot down by a B-29 during the war. This occurred on 6 December 1950, when a B-29 shot down Lieutenant N. Serikov.

Over the course of the war, B-29s flew 20,000 sorties and dropped 200,000 tonnes (180,000 tons) of bombs. B-29 gunners were credited with shooting down 27 enemy aircraft.

In turn 78 B-29 were lost; 57 B-29 and reconnaissance variants were lost in action and 21 were non-combat losses.

Although considered for other theaters, and briefly evaluated in the UK, the B-29 was exclusively used in World War II in the Pacific Theatre. The use of YB-29-BW 41-36393, the so-named *Hobo Queen*, one of the service test aircraft flown around several British airfields in early 1944, was part of a "disinformation" program from its mention in an American-published *Sternenbanner* German-language propaganda leaflet from Leap Year Day in 1944, meant to be circulated within the Reich, with the intent to deceive the Germans into believing that the B-29 would be deployed to Europe

Production of the B-29 was phased out after World War II with the last example completed by Boeing's Renton factory on 28 May 1946. Many aircraft went into storage, being declared excess inventory, and were ultimately scrapped as surplus. Others remained in the active inventory and equipped the Strategic Air Command when it formed on 21 March 1946. In particular, the "Silverplate" modified aircraft of the 509th

Composite Group remained the only aircraft capable of delivering the atomic bomb, and so the unit was involved in the Operation Crossroads series of tests, with B-29 *Dave's Dream* dropping a "Fat Man"-type bomb in Test *Able* on 1 July 1946.

Some B-29s, fitted with filtered air sampling scoops, were used to monitor above-ground nuclear weapons testing by the United States and the USSR by sampling airborne radioactive contamination.



Two British Washington B.29 aircraft were transferred to the Royal Australian Air Force (RAAF) in 1952. They were attached to the Aircraft Research and Development Unit and used in trials conducted on behalf of the British Ministry of Supply. Both aircraft were placed in storage in 1956 and were sold for scrap in 1957.

In September 1945, a long-distance flight was undertaken for public relations purposes: Generals Barney M. Giles, Curtis LeMay, and Emmett O'Donnell Jr. piloted three specially modified B-29s from Chitose Air Base in Hokkaidō to Chicago Municipal Airport, continuing to Washington, D.C., the farthest nonstop distance (c.6400 miles) to that date flown by U.S. Army Air Forces aircraft and the first-ever nonstop flight from Japan to Chicago.

Two months later, Colonel Clarence S. Irvine commanded another modified B-29, *Pacusan Dreamboat*, in a world-record-breaking long-distance flight from Guam to Washington, D.C., traveling 7,916 miles (12,740 km) in 35 hours, with a gross takeoff weight of 155,000 pounds (70,000 kg). Almost a year later, in October 1946, the same B-29 flew 9,422 miles nonstop from Oahu, Hawaii, to Cairo, Egypt, in less than 40 hours, demonstrating the possibility of routing airlines over the polar icecap.



We were lucky enough to have our own B 29 resident in the club, Woodies flying fortress. It did not see any war action but it did thrill those who were fortunate enough to see it in the sky.



A sobering reminder that this sport can be dangerous.

A schoolgirl was killed after being hit by a model plane as she walked with her mother and sister.

Tara Lipscombe was struck on the head by the remote-controlled aircraft with a 5ft wing span and knocked unconscious in what was described as a 'million-to-one' chance.

The 13-year-old grammar school pupil was taken to hospital by air ambulance but died three hours later.

The Acrowot plane, which has a top speed of 50mph, was being flown by a 55-year-old man when it flew out of control.

Kent Police said the tragedy was 'a very tragic accident'. A spokesman added: 'The man flying the plane is understandably in shock. He was absolutely devastated and fully co-operative.

'He was not arrested and although we are continuing to investigate the incident, it appears to be a tragic and freak accident. The man is now at home in London.'

According to a police source, the man had been trying to land the plane and was at a loss to explain Tuesday's accident. Police have confiscated the Acrowot and it will be examined by experts.

Dartford Heath is owned by the local council and is popular with model plane fliers, who were given a designated area in 1997.

'We could all hear the plane but there are always planes about,' said an eye-witness, who asked not to be named.

'Then we saw it coming over the tree and it started to go "pop pop pop" and spluttered.

'It did a 360 degree roll, nose dived and smashed into the girl. Her mum just screamed and ran towards her.'

A model flying enthusiast who arrived at the scene shortly after the accident at 5pm described what happened as a 'million-to-one' chance.

John Lee, 53, said: 'I have been flying model aircraft for 40 years and as soon as I saw the ambulance, I thought "I hope it's not an accident involving a plane".

'I saw a man in his 50s coming towards me and asked him if he knew what was happening and he said: "My aircraft has just hit a little girl".

'He said a friend had been flying it. Just then another man appeared and he was obviously in shock.' Mr Lee added that the self-assembly-kit plane has been in production for around 15 years and, with a remote control unit, costs around £500.

The propeller can turn at 17,000 revolutions per minute. 'Dartford Heath can get very busy in the air, particularly at weekends.

'It is very rare for a plane to go out of control.

'Model fliers have a frequency assigned to them to avoid things like interference from mobile phone masts. This is a tragedy.'

Tara's family, including her father Graham, 50, were said by neighbours to be distraught.

They were being comforted at the home of Mrs Lipscombe's parents in Bexley, Kent.

Throughout yesterday, friends and well-wishers gathered outside the family's semi-detached home in Dartford, where a pile of sympathy cards could be seen in the porch.

Some friends also visited the scene of the accident to lay flowers.

Struggling to hold back tears, one said: 'I can't believe she is dead. It is so wrong.

'She was so lovely and gorgeous and popular. I can't think about it. I will always remember her no matter what.'

A neighbour said: 'It is just too terrible to talk about. She has been snatched from us and her family. They are a lovely family and do not deserve this, nobody does. It is just such a shock.'

Safe flying !!



Catch you when we fly into the next edition in 2021. Happy Flying, regards Ron.

