



Propwash

December 2025

From the President



Greetings Members

Since the last edition there has been a lull in proceedings except from the wind. The EDF weekend saw turbine like winds, rain and thunder to round off this years event. All this of course is out of our control but I still heard there were members who turned up just to have a coffee, some lunch and a natter. Well done though to all those that showed the previous weekend for the busy work day. The field looked a treat when I left so a shame no body got to use it for the event.

Our attention now turns to the festive season and a new year fast approaching. It was decided at the last general meeting to not hold a SWARMS Xmas party this year which is a shame as past events I have found to be a great night out.

As this will be the last Propwash prior to the new year I would like to thank all those members that make up the committee, those that turn up to the meetings and the working bees.

I wish everyone and their families all the best for Xmas and a massive new year as well. Hopefully we will get to see some shiny new planes next year and some decent weather in which to fly them.

Hopefully I will get to see you's at the field over the Xmas period. Next up is Ron with the festive Propwash.

Merry Xmas Everyone
Bill Darnell

*Do you know what would have happened if there were Three Wise Women instead of Three Wise Men ?
They would have asked for directions. Arrived on time.
Helped deliver the baby. Cleaned the stable.
Made a casserole, brought practical gifts and there would be peace on earth.*



Santa's on a podcast, spilling secrets.

Host: "How do you stay motivated?"

Santa: "Global surveillance—know who's naughty."

Host laughs: "Like Big Brother?"

"Worse, I bribe with toys and track cookies—data cookies, too."

"But Zuckerberg beat me; now Facebook's the real Santa, delivering targeted ads instead of coal."



From the Editor



Tis the season to be Jolley and we should all be Jolley if we are reading this as we have survived another year enjoying time in the sky associated with a sport we are all passionate about.



The 365 day duration between Christmas and Christmas seems to be coming around quicker these days or is that just the aging factor. A lot of preparation is put into this one day of the year and it is all over in the blink of an eye, leaving some with a full belly and a hangover the next day.

I hope all your presents come in a big box and that they are in the sky over the SWARMS field early in 2026 with a successful maiden flight.

As the sun goes down on another successful year both in the sky and on the ground at the SWARMS club we should be able to look back with pride on the facilities we have established and the successful events conducted during the past 12 months and look forward to doing it all again in 2026.



Two of our annual events planned for 2025 the Fun-fly long weekend and the EDF Jet day have come and gone, the EDF day is still going it was blown away with the persistent 60 kilometre wind gusts. The number of visiting pilots at the long weekend event were down on last year, however, those who did attend enjoyed the experience and the challenges that they were confronted with ie: wind and the weather but we have no control over the environment.

I have started dating a weather girl.

It's nice to have a woman that's wrong most of the time. She was not wrong over the EDF weekend.

Interesting article on page 6 from an old magazine back in 1960 relating to a Taplin Twin motor claiming two world records.



Teacher: "You're the number one trouble maker in this school"

Pupil: "See, and my parents said I'd never amount to anything"

In every modellers life a little plane must fall. (Big ones also)

We must do our bit for the planet!

The other day I unplugged a row of electric cars nobody was using!

The fact that there is a Highway to Hell and only a Staircase to Heaven says a lot about the anticipated traffic.



Stay safe this Christmas.



SWARMS EDF Fun Fly weekend event.

**Saturday 22nd Sunday 23rd
November 2025**

**9am Saturday open Flying
any aircraft**

**9am Sunday Fun fly commences
EDF and Turbine aircraft only
10am Pilot briefing**

Saturday evening 22nd Sundowner @ Elgin Hall

**Time slots allocated throughout Sunday for EDF Jets , Turbine Jets
if necessary on Pilots request.**

**Food drinks available on sale over weekend
limited camping available for
Nominal fee**



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EFD Funfly was a non event, what a disaster with the weather not assisting us on either day, the field had been very well prepared leading into the event, however, Saturday morning the field was a wash with heavy showers and Sunday it was almost blown away with very strong wing gusts.

We were ready for the event with a lot of work being done prior to the weekend but Saturday afternoon was the only time we seen any action in the sky and that was only for a short period with a couple of club members getting some time on the sticks.

We had one visiting member, Warren Peers and son Cameron who arrived Friday afternoon and did get a fly during the late afternoon but packed up and left around 9-30am on the Saturday due to the conditions, we received no other visitors on Sunday.

The canteen was full of action with Keith providing the SWARMS members with an enjoyable lunch both days, even provided breakfast on Sunday morning for those in attendance.

The flight line was vacant on Sunday the official EDF day with no action at all taking place. Blue sky's indicated rain had moved on for short periods mainly due to the strong winds but these conditions made it difficult to get a plane into the sky.



**Why did they give the English cricket team lighters.
Because they kept losing their matches.**

The pits which are usually a busy area during these events was absolutely vacant on Sunday morning.



9 SWARMS members braved the strong winds on Sunday morning only to assemble in the club rooms to reminisce, discuss projects, attempt to solve the problems of the world and drink coffee. Oh and drink more coffee.



SWARMS members represented the club at the recent Bendigo Bank pitch night presentation ceremony and were presented with a Cheque for \$500 which will go towards the upgrade of the clubrooms floor.

The banks contribution to this project is greatly appreciated by the club members.



This F 16 was ready to fly



Trevor could have maybe even flown his Viper.



The ME 262 twin was all charged up and ready to go maybe a battery discharge would now be in order.



This picture of the windsock explains the conditions at the field and it did not change for the entire duration of Sunday.



Would have been interesting to see this model in the sky under the windy conditions, when it lands it has the ability to reverse thrust the motor and it goes backwards, maybe it could have flown around in reverse without too much trouble on the day.



Troy has come a long way since his introduction to Radio control model aircraft over 15 years ago, like everyone who is in this sport he has had some good days and not so good days over that period, but, one thing he always avoids is doing a maiden flight on his own planes.

This picture was taken just prior to his “FIRST” maiden flight, a chuck glider that I had purchased for other reasons and he had difficulty with several launches, he was not able to get it to glide.

We are currently in discussions with MAAA debating if he needs some more time on the buddy lead.



Hooray ! I am parachute jumping again from Ron’s Boomerang 60 and enjoying it.



The young Lad was asked to give the teacher a sentence containing the word “Gruesome”

The Lad replied “My dad “Troy” did not have a shave for a week and he grew some whiskers”

TAPLIN TWIN

British
Patent No.
747742

VITAL STATISTICS

Capacity: 7 c.c. (6.92 c.c. actual). Weight: 15 oz. Engine bearings: Fixing holes $1\frac{1}{2}$ in. centres laterally and longitudinally. Max. height $3\frac{1}{2}$ in. Max. width (excluding throttle toggle arm) $2\frac{1}{2}$ in. Recommended propeller 13 x 8. Recommended waterscrew: $2\frac{1}{2}$ x $2\frac{1}{2}$ (2 blader).



Three bearing Crankshaft
All ball races

£8.12.0

WATERCOOLED VERSION.
Price complete with fly-wheel, P.T., postage and packing, £9.18.0.

Inc. P.T. Post. & Pkg.

WITHIN the space of a few weeks two radio control records have been established with the help of the remarkable TAPLIN TWIN. We congratulate the enthusiasts who worked so hard to that end and wish them lots more happy flying hours with their engines. Since Mr. Adcock fulfilled the requirements of our offer, i.e., was the first Britisher to put up a world's record with a Taplin Twin, our original offer is automatically closed. We now, however, have pleasure in making a new offer of a prize of £50 to the first Britisher to break an existing world's record for R/C model aircraft for either duration, distance point-to-point, altitude, or speed (excluding closed-circuit distance). This new offer is open from the date of issue of July "Aeromodeller" (i.e. June 15th). The present records stand at: point-to-point 37 miles (when the Dance/Skeels record is promulgated, $45\frac{1}{2}$ miles); duration 5 hrs. 28 mins.; altitude 1,143 metres (4,086 ft.).

TAPLIN ACCESSORIES: TAPLIN $2\frac{1}{2}$ x $2\frac{1}{2}$ Stainless steel waterscrew, specially developed for the T.T. Price, inc. P.T. 9/6. TAPLIN Silencer, nickel plated Burgess type. Price inc. P.T. 4/9. TAPLIN 80 c.c. TANK. Nickel plated, Terry fixing clips, screw-down plastic filler cap. Price including P.T. 4/9.

Birchington Engineering Co. Ltd. extend their congratulations to their good friends Electronic Developments Surrey Ltd., whose Radio Control equipment was used in the Dance/Skeels aircraft, to R.E.P. whose radio equipment was used by Mr. Adcock, and to Tru-Cut Propellers whose airscrews were driven on both occasions by their trusty Taplin Twin.

WORLD RECORDS

1 C. D. ADCOCK on 13/2/60 flew a closed circuit distance of 13.470 km. and this record has been promulgated by the F.A.I. as an INTERNATIONAL CLASS RECORD (No. 31).*

2 CHARLIE DANCE and WALLY SKEELS on 8/5/60 flew a point-to-point distance of $45\frac{1}{2}$ miles from Lympne to Sidcup and are therefore claiming an INTERNATIONAL CLASS RECORD (No. 21) subject to official ratification.

*Mr. Adcock by the strict terms of the B.E.C. Ltd. offer of a £75 prize for the first world record using a Taplin Twin could have claimed this prize, but, very generously, he has refused to accept it as he feels his record was really a "trial canter". Birchington Eng. have, however, persuaded him to accept a smaller 'ex gratia' award.

WHAT is so remarkable about this TAPLIN TWIN of ours? First of all, it is designed by a practical modeller especially for R/C work (which did not prevent it winning British Nats. Scale C/L event in 1959!) has a "real" barrel-type carburettor, is vibrationless, clean running, flexible, robust, with low frontal area and runs on a simple diesel fuel formula. People all over the world are flocking to buy. Is YOURS still on our shelves?—you'd better send off for it right away because those shelves are being swept bare of engines all the time, but we can still cope with a few more for prompt delivery. Satisfaction or your money back is our boast, so that you are safe in buying wherever you may be.

Birchington Engineering Co. Ltd.

BIRCHINGTON, KENT.

Tel.: Thanet 41265/4

Trevor Wilson may not have attended the Funfly event but he still got his plane fix whilst on vacation over the long weekend.

He was in the Corrigin area when he noticed the RFDS plane coming into land and approached the pilot once on the ground and was given a VIP welcome and inspection of the plane whilst they waited for the patient to be delivered to the airport He was impressed with his experience.

Couple of photos of his visit.



Corrigin International airport



A group of married couples get together for a Christmas dinner.

When the last couple arrives, the wife is immediately showing off her present from her husband.

“Look at what my Harold bought me!”, she exclaims as she holds up her hand with a diamond the size of a baseball on it.

All the other wives gather around her oohing and ahing over her new ring.

One of the other husbands whispers to Harold, “I thought she wanted a new car?”

“She did”, answers Harold. “But I don’t know where to buy a fake Mercedes”.



Here is the RC model pilots excuses all written on their shirt.



Maybe a good start for a new SWARMS club shirt.

Emirates have the right idea, with the cost of aviation fuel these days they have decided to be pulled along with Santa's reindeers over the Christmas period to reduce costs.



A husband asked his wife what she wanted for Christmas, she said a divorce. The husband said, "Forget it, I'm not spending that much!"

What did the boy with no arms get for Christmas? Don't know, he hasn't opened it yet.

This Moki 5 cylinder radial electric start engine that has just come on the market is just what we all need, would be nice to hear this cruising around the sky over the field.



It is rather a large sprocket fitted here to turn the motor over but is must work effectively to fire the motor up by the flick of a switch.





Australian Transport Safety Bureau Report.

--What happened--

A discrepancy in the training and guidance provided to the pilot of a Cessna Citation contributed to a runway overrun in wet conditions at Bankstown Airport, an ATSB investigation has found.

On 11 January 2025, the Citation Mustang light jet was conducting a medical transport flight from Narrandera to Bankstown, New South Wales, with a pilot, a flight nurse and a patient on board.

While landing on Bankstown’s runway 11C, the pilot experienced reduced braking performance and the aircraft overran the end of the runway by about 30 m, coming to a rest in muddy ground. The occupants were uninjured, and the aircraft undamaged.

An investigation by the ATSB identified several factors contributed to the serious incident.

There was likely standing water on the runway, and the aircraft’s main landing gear tyres were worn to limits.

The aircraft had also encountered an undetected tailwind on approach, raising the groundspeed above the minimum aquaplaning speed.

Encountering braking issues during the landing, the pilot cycled the anti-skid system, which likely further decreased braking performance.

The investigation also found when determining the required landing distance at Bankstown, the pilot had applied an incorrect landing distance factor, which was prescribed by the operator, AirMed.

“AirMed required, and its associated type rating training provider Air Link taught, pilots to apply an 80% landing distance factor when determining the distance required at a destination aerodrome, rather than the 60% figure required in the relevant regulations,” ATSB Chief Commissioner Angus Mitchell said.

“This reduced the safety margin when determining the required landing distance.

“Furthermore, AirMed’s procedures were unclear on how the factor should be applied, when the assessment should be conducted, and how runway surface conditions should be considered.”

In response, both AirMed and Air Link have updated relevant material to correct the landing distance factor. The operator also introduced the requirement to conduct a landing distance calculation both before take-off, and prior to landing.

In addition, while not directly relevant to the investigation’s findings, Bankstown Airport has amended the runway 11C/29C longitudinal slope information in the aerodrome manual to align with the En Route Supplement Australia slope values, and the Civil Aviation Safety Authority has amended the performance section of the Part 121 guidance material as part of its continuous improvement process.

Mr Mitchell acknowledged the safety action taken by multiple parties since the incident.

“The use of safety margins on top of calculated take-off and landing distances provides mitigation for a wide range of issues that can impact performance, including unexpected environmental conditions,” he said.

“As this occurrence demonstrates, there are limitations on accurate and timely reporting of runway surface condition – particularly after intense rainfall, given only 3 mm of standing water is required for a runway to be considered contaminated.”

"On my first day as a Bunnings greeter, a rude woman walked in with her two kids, yelling at them.

I just smiled and said, "Good morning, welcome to Bunnings. Nice kids, are they twins?" She snapped, "No! One's 9 and the other's 7. Are you blind or stupid?"

I replied, "I am not blind or stupid, just surprised someone slept with you twice."

Later, my supervisor told me I might not be the best fit for the job."

A lady failed her written driving test 4 times. At the fifth attempt, she was determined to pass.

But the test paper had the same questions, "You are driving at 100 kmh. On the right side is a wall, on the left side is a cliff.

On the road you see a young man and an old man.

What will you hit ?

The woman walked up to the examiner and said, "I've answered this question all four ways, wall, cliff, young man and old man, yet I failed all four times, how is this possible. What am I supposed to hit ??"

The examiner replied, "The brakes".

Every event that SWARMS conducts over the 12 months there is always an old farts corner that develops over the weekend.

Looks like the disease is spreading with another one developing here on a normal club flying day Sunday 26th October.

Looks like more talking than flying predicted here the next thing there will be a request for pipe and slippers to be available.



A classic example of being in the right place at the right time with a camera.



We all know that gorilla glue has been proven to be effective when constructing model plane but it looks like it will be hard to get into the future with this new application for weight loss being discovered. Could also be as hard to obtain as balsa these days.

Amazing new
Lipstick that
helps you
lose weight.



This photo was taken over the field at dusk on Halloween night, no idea who the pilot may be? Could it be a new female pilot getting in some practice before coming down to earth to join the club and show us guys up with her flying skills.



When my wife is sick in bed and asks for plane toast...





No, this is not Ed in action but it is a nice sleek styled glider.

But this is Ed on Sunday 19th October having a fly and a swim at the same time. This is not an illusion, yes, he does have shoes on.

Troy has obtained one of these AG Wagons and it should soon be up for its maiden flight, however, ***"Huston we have a problem"***. Since getting it he has down sized his vehicle and to his surprise it will not fit in the new one. Solution may be to fly it from Busselton to the field and store it in the shed at the field after the maiden flight. (Just a thought)



A good recent drone shot of the field which is not visible like this when standing on the flight line.



When a model enthusiast arrived home from spending some time at the field his Wife angrily said.

"You indicated that you would only go flying for half a day"

His response was "Well 12 hours is half a day"



What do you call a kid who doesn't believe in Santa?

A rebel without a Claus.

Why is Christmas just like your job?

You do all the work and the fat guy with the suit gets the credit.

Why are Christmas trees so fond of the past? Because the present is beneath them.



Australian Transport Safety Bureau Report.

--What happened--

An Air Tractor pilot’s attention was likely diverted by a spray system warning before their aircraft struck the ground during a spray run near Bourke, NSW, an ATSB final report details.

Commencing their first spray run of the day on the morning of 10 February 2024, the pilot activated the AT-502 aircraft’s spray system to disperse herbicide on the unsown field, but data reviewed during the ATSB investigation indicated that no spray flow was recorded.

“This likely triggered a visual warning on the Satloc spray system’s display in the cockpit, and it was likely the pilot’s attention was momentarily diverted, before the aircraft inadvertently descended into the field,” ATSB Chief Commissioner Angus Mitchell said.

The descent led the aircraft’s left main wheel to touch down near the edge of the field, with the aircraft travelling for a further 27 m before both landing gear wheels struck an irrigation levee that ran perpendicular to the end of the field.

The wreckage of the destroyed aircraft was found inverted in an adjacent cotton field, at the end of a ground scar and wreckage trail that aligned with the final data point recorded on a track of about 160°. The pilot was fatally injured, and the aircraft was destroyed.

Subsequent wreckage examination by ATSB transport safety investigators indicated the aircraft originally contacted the ground nose down, before coming to rest inverted. No pre-impact defects were identified, nor was there evidence of bird strike or in-flight break-up.

GPS data from the Satloc system showed that the aircraft was positioned at a height between 10 ft and 22 ft above ground level when the spray system was activated at the start of the run, but no spray flow was recorded.

For 40 seconds, the aircraft maintained the same heading during the run tracking in a south-easterly direction with a ground speed between 112 kt and 115 kt and a height between 4 ft and 22 ft. A final data point recorded the aircraft as having a ground speed of about 115 kt, a height of up to 7 ft and maintaining heading.

Shortly after this point, the aircraft contacted the ground.

“This tragic accident is a reminder that unexpected alerts can divert a pilot’s attention from the primary task of flying the aircraft,” Mr Mitchell said.

In this accident, with the aircraft flying at 120 kt and around 10 ft, in one second the aircraft would travel around 60 m, and even the smallest change in attitude could be imperceptible but still result in a collision with terrain.

“Given the limited height and time available during low-level operations, even a momentary change in focus of attention can have a significant consequence,” Mr Mitchell continued.

“When possible, pilots should climb the aircraft when receiving any unexpected alerts, before conducting troubleshooting of a potential system failure at a safer height.”

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One Christmas many years ago, Santa Claus was getting ready for his annual Christmas trip around the world, but he ran into a few problems.

Six of his elves were sick and the trainee elves didn't produce the toys as fast as the others. Santa was beginning to feel the pressure of being behind schedule.

To make matters worse, Mrs Claus told Santa her mother was coming to visit, which stressed him out even more.

When he went to harness the reindeer, he noticed three of them were about to give birth and two had jumped the fence and ran away. This made him even more stressed.

As if his day couldn't get any worse, he began to load his sleigh when one of the boards cracked, causing his sack of presents to fall and scatter the toys everywhere.

Fed up, Santa decided he would return home for a cup of coffee and a shot of whisky.

He went to the cupboard and discovered the elves had drunk all the whisky, meaning there was none left for him. He also accidentally dropped his favourite coffee mug, causing a thousand tiny pieces to shatter on his kitchen floor.

Santa attempted to find a broom to clean up his mess, but the mice had eaten the straw it was made from. Suddenly, the doorbell rang.

When he opened the door, Santa was greeted by a Christmas angel.

"Merry Christmas," she said. "Isn't today just the best? I have a lovely Christmas tree for you. Where would you like me to stick it?"

And that is where the tradition of the little angel on top of the Christmas tree began.



A couple is walking in East Berlin on Christmas Eve. They feel a slight precipitation. "I think it's raining," says the man. "No, it's snowing," replies the woman. "How about we ask this Communist officer here? He is always right!" exclaims the man. "Officer Rudolph, is it raining or snowing? "Definitely raining," Officer Rudolph replies before walking off. The man turns to his wife with a smile. "See? Rudolph the Red knows rain, dear."



A child psychologist had twin boys. One was an optimist; the other, was a pessimist. Just to see what would happen, on Christmas Day he loaded the pessimist's room with toys and games. In the optimist's room, he dumped a pile of horse droppings. That night, the father found the pessimist surrounded by his gifts, crying. "What's wrong?" the father asked. "I have a ton of game manuals to read ... I need batteries ... and my toys will all eventually get broken!" sobbed the pessimist. Passing the optimist's room, the father found him dancing for joy around the pile of droppings. "Why are you so happy?" he asked. The optimist shouted, "There's got to be a pony in here somewhere!"

My friend has been ill in bed all over Christmas, So I went round today and took some presents. And a bottle of expensive whisky. With a bit of luck he won't notice them missing.

"I asked my husband what he wanted for Christmas. He said, 'Surprise me!' So, I wrapped up the ironing board."

**Why was the turkey in the pop group? Because it was the only one with drumsticks!*

What do a train set and your partner's temper have in common? - Both go off the rails during the holidays.

My wife said if she didn't like my Christmas gift she'd burn it. So I got her a candle.

What's a teenager's favourite Christmas carol? "All I Want for Christmas Is Wi-Fi!"

Australian Transport Safety Bureau Report.

--What happened--

On 19 August 2025, a Cessna 180 with a tailwheel landing gear was approaching runway 20 at Borrooloola Aerodrome, Northern Territory, in variable, moderate crosswind conditions. There were 2 pilots and 1 passenger on board.

Just after touchdown, the aircraft turned into the wind and started to veer left off the runway. The pilot in command initiated a go-around and as the aircraft began to lift off, it continued drifting off the runway.

--Safety message--

This accident provides a reminder for pilots to be prepared to conduct a missed approach, particularly in tailwheel aircraft during crosswind conditions.

Tailwheel aircraft have less directional stability on the ground due to the location of the centre of gravity behind the main wheels.

They are more susceptible to the effects of crosswind and the tail can have a tendency to swing sideways on the ground.

They require more active input to maintain directional control and any yaw needs to be corrected immediately as it can quickly lead to a large swing and potential loss of control.

If conditions during approach are challenging, an early go-around can provide an opportunity to reassess the landing options and make a reasoned decision about whether to attempt another approach and plan for how to manage the conditions.

--About this report--

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation.

For this occurrence, no investigation has been conducted and the ATSB did not verify the accuracy of the information.

A brief description has been written using information supplied in the notification and any follow-up information in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.



Paddy phones Virgin to book a flight.

Operator asks, “How many people are flying with you?”

Paddy replied, “I don’t know it’s your plane.

A young lady was whipper snipping the back yard when she accidentally cut off the tail from the pet cat who was hiding in the long grass.

She rushed the cat along with the tail over to Wal-Mart !

Why Wal-Mart ?

Hellooooooooooooo !

Wal-Mart is the largest retailer in the world !!!

My wife just turned to me and said: “I was talking to you and you yawned six times, am I so boring to you.”

I said: “Those were not yawns dear, those were six unsuccessful attempts to speak.”

Imagine a social media shut down at 6PM every day like a store.

We’d actually meet in person, hang with our families and even step outside to live in reality.



This all electric aircraft has recently completed a cross country journey. The Alia aircraft by Beta Technologies uses vertical lift and a pusher propeller. There are a growing number of charging stations being built to support these aircraft.



Unusual style of aircraft which is being put through it's trials, the tail configuration is certainly something different will be interesting to see if these are something we might see in the sky into the future.



I once brought my kids a set of batteries for Christmas with a note on it saying, "Toys not included".

For Christmas this year, try giving less. Start with less attitude. There's more than enough of that in the world as it is – and people will usually just give it back anyway!

What I don't like about office Christmas parties is looking for a job the next day.

A young and foolish pilot wanted to sound cool over the radio.

While approaching the runway during his first night time landing tried to make a joke. "Guess who?" he said to the control tower, instead of following the official protocol. The controller switched the runway lights off and replied: "Guess where?"

A seventy year old man asks his wife "Do you feel sad when you see me running after younger girls"

Wife replies "No not at all dear, even dogs chase after cars that they can't drive" !

My mother-in-law has come round to our house at Christmas seven years running.

This year we're having a change. We're going to let her in.



Merry Christmas to you all, I hope your Christmas is an enjoyable, peaceful, relaxing and safe experience with family and friends see you in 2026.



Catch you when we fly into the next edition in 2026. Happy Flying, regards Ron.

