



## Propwash

## February 2025

*From the President*



Dear Members

Well a quiet start to the year really. There have been a few good days scattered amongst many windy days, probably not all that uncommon really for this time of the year. Progress to field amenities is the rain water tank ready on it's stand awaiting guttering to be put up and connected. Another addition is an AED unit, kindly donated by Ian Humphryson, which will now be installed in the Pit's area for emergency access. Please make yourselves familiar with it as it could save a life. Another project passed for completion on the weekend is for a shower to be installed behind the machinery shed.

This will be a garden shed on a concrete pad and drainage. It will have a similar hot water system as in the canteen which we already have and will be connected to the rain water tank from the pits shed. There will be a shower cubicle as well as an area to put clothes etc to keep dry whilst showering. A handy addition for those that visit and stay on weekends and also for when we hold events, such as the scale rally and funfly.

There is the upcoming scale rally being held at the field 29/30 March. This is open to any scale model based on an actual aircraft. You probably all have something in the hanger that falls into a scale category. No doubt there will be a bit of a busy bee just prior to the event so, please, many hands make light work. The event is kindly sponsored by LGM Industries and ACE Hobbies. So there will be plenty of prizes handed out over the weekend. There have also been some donations to the club as well so please make an effort to get out there and join in or even just watch to support the event.

I just spent a couple of days at the field and it was good to see quite a few using the facilities over the weekend. Atmosphere around the pits was great over both days which is great to see. Also great to see was coaching and mentoring from very experienced guys to those new to the hobby. Good to see a couple of Perth guys down and camping over the weekend and certainly enjoying themselves. This is what it is all about, enjoying flying.

So until the next Propwash please be part of the enjoyment of flying your models.

Cheers  
Bill Darnell

*Getting my scale model ready for the Scale flyin.*



*From the Editor*



We are well into the 2025 flying year with having already seen two months slid by, the focus is now on the next event the Scale Rally weekend scheduled for 29th 30th March.

The annual funfly that the club conducts over the long weekend in September was initially a Scale model event, however, due to the emphasis being taken off scale and not a lot of interest was being generated and the number had declines over the years it was decided that the event would then be advertised as a Funfly event where it was open for any model to be flown over the weekend.

This change increased the numbers in attendance dramatically in the coming years and it is still a well attended event today.

Looking forward to seeing what Scale models are still around today and flying, hopefully we will get a good turn out for the event and everyone who attends enjoys the experience.

With the variety of model now available on the market ie: ARF, Bind and Fly, Plug and Play and the list goes on where modellers just want to get a plane and get it flying, as a result there is not a lot of time spent in the workshop on scratch building models or laser cut kits these days as was in the past hence the actual scale model detailing appears to have been lost.

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Just an update on any contributions to "YOUR" newsletter can be forwarded to me for inclusion at any time. A few jokes included here to fill the blank spaces in the edition.

Would be only too happy to include anything of interest in your life or hobby that may be of interesting to other members, either email to me any articles rowaller@bigpond.com or get in touch with me and I will discuss with you and take notes for inclusion.

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We have been fortunate enough to have a new Boomerang 40 size ARF plane donated to the club and it is anticipated it will be sold off during the coming Scale Flyin weekend, if you are up for a new plane this could be your opportunity to purchase one at a never to be repeated price.

As we creep further into the months ahead of us hopefully the weekends will be a bit more settled and the winds will be a bit kinder to us to enable some relaxed flying session at the field.

The weather is the only thing we have no control over all the other substandard conditions at the field have been identified and rectified so it certainly is time to enjoy the benefits of a lot of work that has been carried out over the past few years.

I would like to bring members attention to the reporting of incidents / accidents occurrences within the field boundaries, these being for Incidents involving personal injury / property damage / fires and personnel being struck by a plane these are required to be recorded in the Accident / Incident report book located inside the clubrooms. Members are asked to ensure these are recorded if and when they occur.

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*A guy sits down at a bar. "Is everything okay?" the bartender asks.*

*"My wife and I got into a fight and she said she wasn't going to talk to me for a month.*

*"The bartender says, "Well, maybe that's a good thing... a little peace and quiet?"*

*"Yeah but today is the last day."*

\*\*\*\*\*

*How do you tell the gender of an ant ?*

*Put it in a glass of water. If it sinks it tis a girl ant.*

*If it floats it's buoyant.*

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*If you see a toilet in your dreams, do not to use it.*

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*Two tips resulting from Christmas.*

*1 Forget the past you cannot change it.*

*2 Forget the present I did not get one.*

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*I am confused on how a Funeral Home can raise the price of a funeral service and blame it on the cost of living !*

\*\*\*\*\*

*I have found that the main function of the little toe on your foot is to make sure all the furniture in the house is in place.*



# SWARMS Scale Model Day flyin

## 29th / 30th March 2025

**9am Saturday Fun Fly (Open to all Scale aircraft)**

**10am Pilot briefing**

**9am Sunday Fun fly (Open to all Scale aircraft)**

**10am Pilot briefing**

**Saturday evening BBQ facilities available BYO meat and salad.**

**Canteen open all weekend Food & Drinks available**



**Vouchers available for a variety of model categories judged on the day.**



**Event Sponsored by:  
LGM Industries.  
Ace Hobbies Midland.**

**Contacts:**

**Bill Darnell: 0400077555**

**Ron Waller: 0419908165**

**ronwaller@bigpond.com**

**limited "Free" camping available**

**Vickery Road Elgin**



The new water tank to catch water from the pits roof area has been installed thanks to the financial assistance from the Bendigo Bank Capel grant money.

The guttering and down pipes are to be installed in the near future then we await the winter rains to arrive to fill it. This will increase the water capacity at the field and enable us to cope with the changing climate of reduced rain fall in the South West.



This could be an added attraction for the new tank installation it could be connected to the over flow from the tank and effectively direct the water into the right place.



*One day, a man went to see his doctor and told him that he hadn't been feeling well. The doctor examined the man, left the room, and came back with three different bottles of pills.*

*The doctor said: "Take the green pill with a big glass of water when you wake up.*

*Take the blue pill with a big glass of water after lunch.*

*Then just before going to bed, take the red pill with another large glass of water."*

*Startled to be taking so much medicine, the man said nervously: "Well, geez Doc, exactly what is my problem?"*

*The doctor replied: "You're not drinking enough water."*

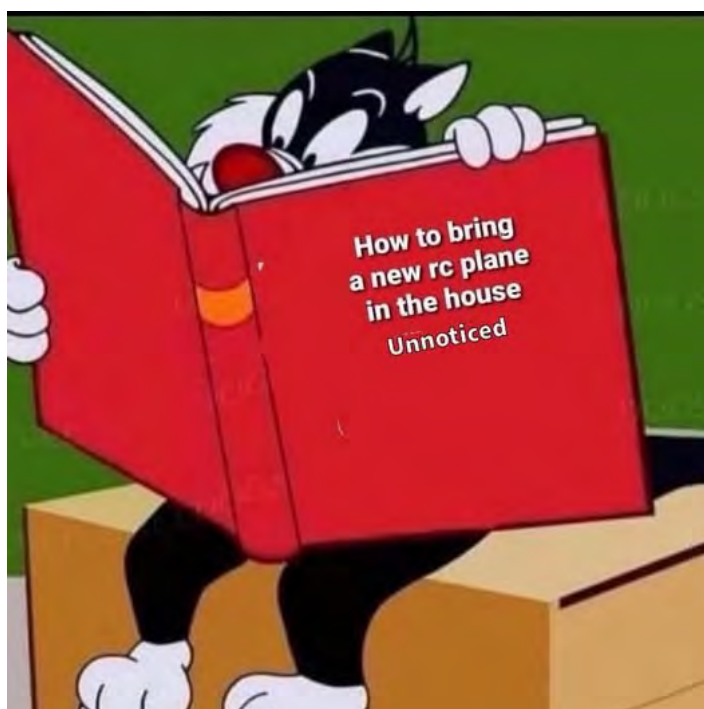
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*Have you noticed the price of eggs recently it has escalated dramatically.*

*As a result this is how the chooks are dressing these days.*



*A good read for those that have this problem with getting a new plane into the hanger. Available in most book shops at a very reasonable price.*



### *Lack Of Development in the RC Hobby*

We saw earlier that the first twenty years or so of radio control, in modellers' terms, made little apparent progress and that the immense leap forward in radio and electronic technology during the second great war did not seem to be transferable to the modelling scene. There were several reasons for this:

First was the fact that compared with the established modelling regimes, free-flight and, after the war, the immense craze for control-line flying, there were really very few active R/C modellers. And many of those soon became disenchanted with the sheer unreliability of most early gear and decided that two wires between the model and the driver was a lot better than lots of bits of wire soldered to valves, relays and several batteries.

Second, there was the belief, widely held in 'full-size' circles, that it would prove impossible to 'hand fly' remotely piloted vehicles and that the latter would have to be flown by an automatic pilot with the radio link used to programme it. Most of the full-size radio-controlled aeroplanes and drones then flying worked on this principle. That is, the auto pilot did the flying and the ground controller simply told the auto pilot what he wanted.

This was to a certain extent perpetuated in modelling where inherent stability took on the role of auto pilot while the control – almost invariably limited to a very de-sensitised rudder – 'interfered' with the inherent instability. Even when it worked, it was clearly not everybody's idea of what radio control should be.

An idea of the state of model R/C in the immediate post-war years was the often heard ironic joke: First modeller: "Is that model radio-controlled?". Second modeller: "No, it's just naturally unstable."

#### *Hints of progress.*

By the early fifties things began to move. Nearly everybody was using one channel only, often with 'self' built gear, but there were many enterprising attempts to extract more control from the single 'on-off' channel. One such was the 'Ruddevator' in which a surface looking like a rudder tab was pivoted about its CG in such a way that on 'no signal' the surface rotated in the air stream, rather like a small windmill immediately behind the fin.

The electro-magnetic actuator was rather like the almost universal electro mechanical escapement normally used to operate the rudder tab on a sequential scheme. But instead of directly operating the tab, it was arranged so that it could stop the whirling vane in one of four positions corresponding to:

1. Left rudder,
2. Up elevator,
3. Right rudder,
4. Down elevator and so on.

The humble escapement itself came in for some concentrated development too. First came the 'selective escapement' with the stops arranged so that one press always gave 'left' and 'press-release-press' always gave 'right'.

On release, the control always reverted to neutral. A further development was to add a 'cascaded' escapement, triggered by the main rudder control. In this a 'quick blip' on the transmitter button caused the main escapement to perform a complete cycle but as long as the back contact of the relay was back in position before the cycle was complete a second escapement would be triggered.

This would be a two position affair usually rigged to give throttle open and throttle shut. With a bit of practice quite a lot of performance could be extracted from this system.

A completely different approach was in the various pulse proportional systems some modellers favoured. In its simplest form this consisted of a rudder tab spring loaded to one side and an electro-magnetic device or electric motor – the ubiquitous Mighty Midget was the favourite – to pull it the other way.

By pulsing the transmitter button at, say, four per second, a reasonably straight, if slightly 'wiggly', flight could be achieved. Releasing the button gave one turn, holding it down turned it the other way. Sounds crude, but it worked – in a fashion.





Please do not pilot your drones over the deadly wild-fires raging across the country side. None of the footage you may gather is worth grounding emergency response planes—or the potential for jail time.

The Federal Aviation Administration was forced to issue a reminder on January 9th, shortly after an unidentified civilian drone collided with a Canadair CL-415 Super Scooper at approximately 1PM PST over the Palisades firestorm.

“Anyone who interferes with emergency response operations may face severe fines and criminal prosecution,” the FAA also posted on Thursday evening to social media. “If you fly, emergency responders can’t,” they added, echoing a similar motto from the US Forestry Department.

The resulting impact reportedly made a “football-sized hole” in one of the plane’s wings, forcing its pilots to end their response efforts and land nearby. No one aboard was injured during the emergency, but the Super Scooper on loan from Canada is now reportedly out-of-commission indefinitely.

*Just be very careful when using Google Maps whilst driving out in the country, it would appear they are not always correct themselves when navigating the county roads so their advice to you may not be correct.*



With the recent hot weather we have been experiencing in the South West the risk of bushfires increase. Keeping the water bombers in the sky to assist those on the ground is a big help. The retardant used these days makes a mess when it get onto things that are adjacent to the fire ground but it sure make for a good photo when it is dumped from a low flying aircraft.

We have been lucky so far this fire season with only one flying day lost due to a Total Fire Ban being imposed in the region.



*A recently-published Occurrence Brief details a wheels-up landing involving a Cessna 210N at Gove, Northern Territory.*

***What happened--***

On 11 September 2024, at 0935 local time, a Cessna 210N was conducting a non-scheduled passenger transport charter to Gove Aerodrome, Northern Territory. The pilot, along with 3 passengers, were on board.

There were several aircraft in the circuit at Gove Aerodrome. The pilot of the Cessna broadcast their intention to join a 5 NM final approach for runway 13 and to follow a Beech Baron 58 already in the circuit. An Embraer ERJ 190, behind the Cessna, broadcast their intention to also join a 5 NM final approach for runway 13 and requested distance to run and time of arrival for the Cessna, which the pilot of the Cessna provided.

The Cessna joined a 5 NM final approach and the pilot conducted the pre-landing checklist, however, in order to expedite their arrival and ensure they were clear of the runway before the Embraer arrived, the pilot delayed extending the landing gear to maintain a faster approach speed.

The Cessna was on a 1 NM final for runway 13 when the Beech Baron 58 landed and vacated the runway. Shortly after, the crew of the Embraer broadcast that they were on a 3 NM final. Now on short final, the pilot of the Cessna extended the flaps to full and reduced power, however they had not completed the pre-landing checklist by extending the landing gear.

The pilot reported that they were focused on landing and vacating the runway prior to the Embraer landing to avoid the Embraer needing to conduct a missed approach. During the landing flare, the pilot of the Cessna noticed that the landing gear handle was still in the up position, however the aircraft landed a moment later with the wheels retracted. The pilot reported that they had not heard the landing gear warning horn activate during the landing flare.

The aircraft sustained minor damage to the propeller and underside of the fuselage.

***--Safety message--***

It is important for pilots to manage distractions and ensure all normal pre-landing checklists are completed.

Distractions can often lead to human error and routine tasks such as selecting the landing gear being unintentionally omitted. Distractions are a normal part of everyday flying, with 13% of accidents and incidents associated with pilot distraction occurring during the approach phase of flight, as found in the ATSB research report, Dangerous distraction:

Pilots must ensure that all pre-landing checklists are carried out systematically as detailed in the flight manual. If interrupted, it is best practice to start again from the beginning to ensure that nothing is missed.

***-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.



***You need only two tools in life, WD 40 and Duct Tape.***

***If it doesn't move and it should, use WD 40***

***If it moves and shouldn't, use Duct Tape.***



**Life challenges of a commercial pilot.**

**Myth vs. Reality: It's Not Just 'Sitting There'**

While autopilot does take over routine flying tasks, pilots don't simply "sit and relax." Here's what they're actually doing during those seemingly quiet hours:

**Pre-Flight Mastermind:** Pilots meticulously plan routes, calculate fuel loads, analyse weather patterns, and ensure the aircraft is safe to fly. They make decisions worth millions of dollars before takeoff.

**Mid-Flight Vigilance:** Even with autopilot engaged, pilots continuously monitor systems, communicate with air traffic control, and stay ready to intervene during turbulence, system malfunctions, or emergencies.

**Split-Second Decision Makers:** In critical situations like engine failures or extreme weather, pilots rely on training and experience to act decisively when autopilot cannot.

**Key Skills That Command High Pay cheques**

**Expertise:** A commercial pilot's path involves years of rigorous training, exams, and flight hours—investments that demand expertise comparable to surgeons or engineers.

**Constant Learning:** Technology evolves, and pilots are always re-certifying and updating their knowledge to ensure maximum safety.

**Stress Management:** Handling 300+ lives at 35,000 feet during emergencies? That pressure deserves compensation.

**A Day in the Life of a Pilot: The Challenges They Face**

**Bad weather,** crosswinds, and bird strikes are just a few of the hazards that demand immediate, manual intervention.

**System failures?** Think Sully's "Miracle on the Hudson." Autopilot isn't designed for that level of quick thinking.

**Landings?** Most are manually handled, requiring precision and skill, especially in challenging airports.

**Why Are They Paid Well?**

Pilots are ultimately responsible for every single aspect of the flight. Their ability to ensure a smooth, safe journey in the face of countless variables is why they're worth every penny.

Life, much like flying, isn't always smooth and straightforward. Sometimes, no matter how prepared we are, we find ourselves stuck at the runway, waiting for the right conditions to take off. We plan, we train, and we dream of soaring high, yet delays and setbacks are part of the journey. It's in these moments of waiting and uncertainty that we are tested the most.

Just like pilots trust air traffic control to give them clearance, we must learn to trust the timing of our lives. There will be days when things don't go as planned when opportunities seem out of reach, and our goals feel distant. But that doesn't mean we won't get there. Delays don't mean denial; they simply remind us that patience and persistence are key to reaching our destination safely.

When life puts us on hold, it's an opportunity to reflect, to refine our skills, and to grow stronger. Perhaps there's something we still need to learn or prepare for before we can take off. Rather than getting discouraged, we should embrace the wait and use it to fuel our determination.

So when life isn't cleared for takeoff, remember this: "Delays are not dead ends; they are part of the journey to greater heights." Keep your dreams alive, stay ready, and when the time is right, you'll soar higher than ever before.

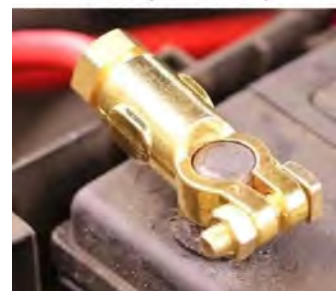
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*During the COVID lockdown period, if you had family round for Christmas Day Police could force entry to your home and make them go home.*

*Does anyone know if this is a service that is still available at any time, and if you have to book for it.*

%%%%%%%%%

So much negativity online, so I figured I'd share a positive post



*A recent survey conducted by AWA to gather information about the interest of members and the possibility to conduct regular flying off water days resulted in a good response further details will be formulated to confirm progress on tis proposal.*

*A nice plane that would perform well at a float plane event*



*A scale model scratch built by Rob Woodhead a large Catalina, flew at a couple of the September Funfly weekends it was fitted with twin 30cc DLE Engines and did perform very well. flying off land it looked very impressive in the sky I did not see it perform off water*



*Another one of Woodies large scratch built scale planes the Spruce Goose and this did fly very impressively from both the land and water. Fitted with 8 OS 46 motors.*



*I do remember standing with Rob during the maiden flight as it was flown low down the strip and I said to Rob look at that almost a knife edge on the maiden flight and he said to me, I can't look.*



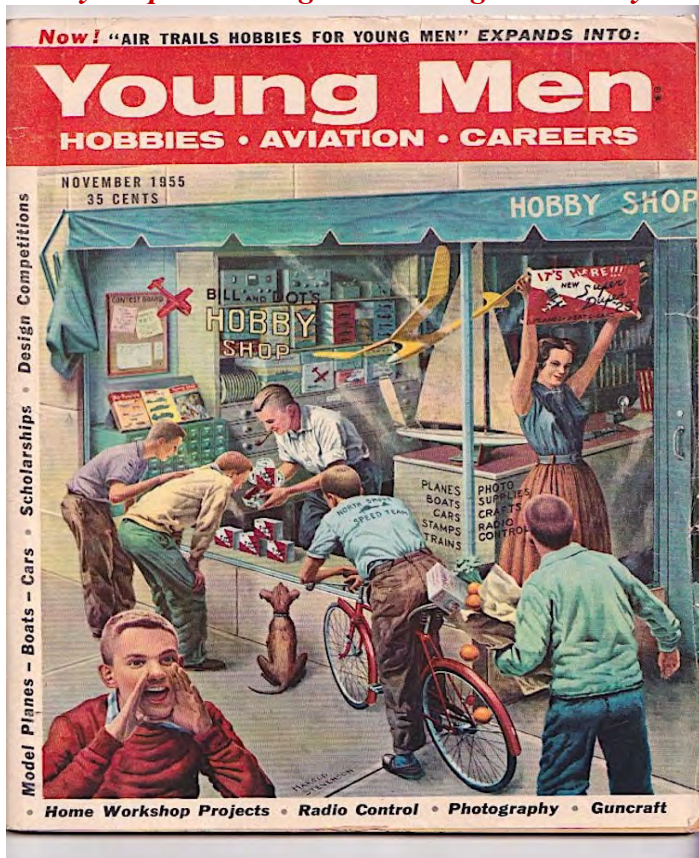
*A good variety here of warbirds on display in formation flying. All restored vintage models.*



*Hey Ed, this one is for you. Found this old Model magazine dated May 1956 and it would appear that this is how they launched gliders back in those days long before the winch. Can not see any radios around so must have been free flight models. Were you involved in the sport "WAY" back then ?*



*Hobby shop 1955 things have changed these days.*



**Bus Drivers when they see each other;**



YorkshireHumour

**Pilots when they see each other;**



*After a thorough investigation into this incident by Air Crash Investigators with all the contributing factors presented for consideration, their findings were it was definitely a bird strike.*



*"Airport security is like going through a maze designed by someone who hates you."*

*"I have a sneaking suspicion that airport security was designed by someone with a fear of germs and a love of puzzles."*

*"Airport security is a necessary evil. It's like going to the doctor for a colonoscopy: you don't want to do it, but you have to."*

*"The only way to get through airport security without being annoyed is to be the annoying person."*

### **MAAA MOP 056 SAFE FLYING CODE**

Model Flying MUST be conducted in accordance with this Code, unless otherwise prohibited by law, in order for MAAA Liability Protection to apply. In the event of conflict between this and the MAAA Manual of Procedures, the latter shall apply.

#### **GENERAL**

- 1) I shall make myself aware of and abide by the requirements of the MAAA Manual of Procedures (MOP), CASA regulations (CASR 1998(CASR) Part 101 Subparts A,B,C and G) and MAAA and Club rules. The MOP is on the MAAA web site at [www.maaa.asn.au](http://www.maaa.asn.au)
- 2) I will not fly my model higher than 400 feet unless allowed under Civil Aviation regulations.
- 3) I will give right-of-way and avoid flying in the proximity of full-scale aircraft. Where necessary, an observer shall be utilised to supervise flying to avoid having models fly in the proximity of full-scale aircraft.
- 4) In addition, where established, I will abide by the safety rules for the flying site I use, and I will not wilfully and deliberately fly my models in a careless, reckless and/or dangerous manner.
- 5) Flying over the pits, spectator areas or buildings is prohibited, unless beyond the control of the pilot (s).
- 6) I will only operate radio controlled model aircraft on frequencies that have been approved by the MAAA.
- 7) I will not fly my model aircraft in events, displays, air shows, or model flying demonstrations until it has been proven to be airworthy by having been previously and successfully flight-tested.
- 8) I will not operate a model aircraft with a mass greater than 7kg without a valid Permit to Fly. In any case, the maximum permissible mass of a model, without fuel, allowed to operate under MAAA rules is 150kg.

9) I will not operate any gas turbine powered model aircraft unless I have obtained a Permit to Fly for a Gas Turbine Powered model aircraft and complied with the MAAA GT Rules. (Note: This does not apply to ducted fan models using piston engines or electric motors.)

10) I will not operate models with metal-bladed propellers or with gaseous boosts, in which gases other than air enter their internal combustion engine(s): nor will I operate models with extremely hazardous fuels such as those containing tetra-nitro-methane or hydrazine.

11) I will not operate models carrying pyrotechnics (any device that explodes, burns, or propels a projectile of any kind) including, but not limited to, rockets, explosive bombs dropped from models, smoke bombs, all explosive gases (such as hydrogen-filled balloons) and ground mounted devices launching a projectile.

12) I will be aware of and follow the MAAA Alcohol, Drugs & Illness Policy. Therefore, I will not consume alcoholic beverages or illegal drugs prior to, or during, participation in any model operations.

MODEL AERONAUTICAL MOP056 SAFE FLYING CODE  
ASSOCIATION of AUSTRALIA Inc.  
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13) I will not taxi my aircraft without restraint close to or where it may be a danger to other people.

14) I will not fly my model any nearer to power lines than 15 metres or any greater distance if specified in State Legislation.

#### **RADIO CONTROL**

1) I will ensure the correct model is selected and have completed a successful radio equipment ground range and fail safe check each day prior to the first flight of any model.

2) I will perform my initial turn after take off away from the pit and spectator areas.

3) I will not knowingly operate an R/C system within 4 kilometres of a pre-existing model club flying site unless in accordance with the MAAA Manual of Procedures.

**ELECTRIC**

1) I will make sure the receiver is switched off or if it is on, make sure the transmitter is also on with the throttle set low, before connecting the main flight batteries to the speed controller.

2) I will always check the direction of rotation of the propeller before launching an electric glider.

This could be something for SWARMS Scale Day pilots to strive for commencing on the 29th / 30th March.

The 2024 FAI F4 World Championships for Scale Model Aircraft was held in Strejnic, Romania, from August 10th to 17th, 2024.

David Law (AUS) – 1st Place in F4

Melissa Law (AUS) – 12th Place in F4H



*To Invent an aeroplane is nothing.  
To build one is something.  
But to fly one is everything.*



*If you want to fly give up everything that weighs you down.*

**Beware of Valentine Day scams ! My husband ordered me expensive jewellery but they sent a new radio controlled plane.**

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**Valentine's Day celebration plan:**

**1 Breakfast in bed.**

**2 Chocolates.**

**3 Watch a movie.**

**4 Dinner for two.**

**5 Regret eating two dinners.**

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**A marriage licence should expire just like a drivers licence every five years so you can decide if you want to renew it or not.**

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**Marriage is like a deck of cards. In the beginning all you need is two hearts and a diamond. By the end, you wish you had a club and a spade.**

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**If Santa missed you over the Christmas delivery period this could have been the reason. Wind turbines not only have an effect on the bird population it interrupts the festive season deliveries as well.**

**I was afraid this would happen...**



*An old man and woman were married for many years. Whenever there was a confrontation, yelling could be heard deep into the night.*

*The old man would shout, "When I die, I will dig my way up and out of the grave and come back and haunt you for the rest of your life!"*

*Neighbours feared him, and the old man liked the fact that he was feared. To everyone's relief, he died of a heart attack when he was 98 and his wife had a closed casket at the funeral.*

*After the burial, her neighbours, concerned for her safety, asked "Aren't you afraid that he may indeed be able to dig his way out of the grave and haunt you for the rest of your life?"*

*The wife said, "Let him dig. I had him buried upside down and I know he won't ask for directions."*

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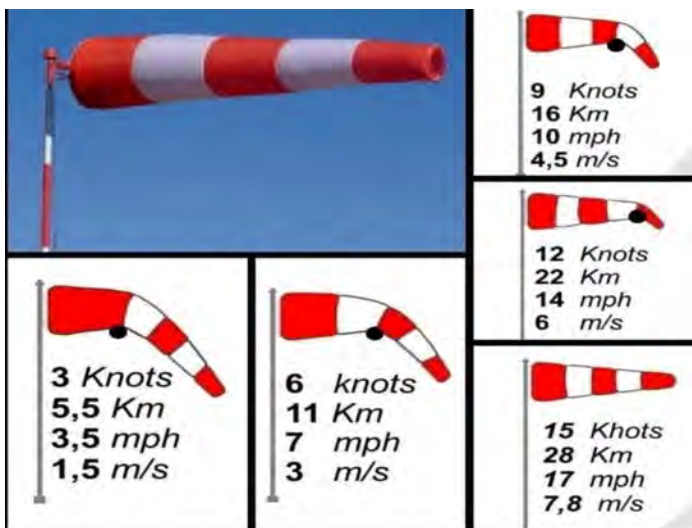
*A prospective pilot went for a job interview, he was advised at the start of the interview that they wanted a responsible person to fill the roll.*

*He said that's me, wherever I've worked previously if anything went wrong they always said I was responsible.*

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Over the past four or so months the wind at the field has been very persistent making it a little unpleasant for enjoyable flying. The picture in the top left hand side of this group is what we have experienced with the wind sock being erect most days and for the entire day.

Hopefully this will improve in the coming months and we can see how accurate these indicators are gauged on the position of the windsock.



*Things people actually said in court,*

*ATTORNEY: What gear were you in at the moment of the impact?*

*WITNESS: Gucci sweats and Reeboks.*

*ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?*

*WITNESS: Did you actually pass the bar exam?*

*ATTORNEY: Were you present when your picture was taken?*

*WITNESS: Is this a trick question?*

*ATTORNEY: Can you describe the individual?*

*WITNESS: He was about medium height and had a beard.*

*ATTORNEY: Was this a male or a female?*

*WITNESS: Guess.*

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*Court room drama:*

*ATTORNEY: She had three children, right?*

*WITNESS: Yes.*

*ATTORNEY: How many were boys?*

*WITNESS: None.*

*ATTORNEY: Were there any girls?*

*WITNESS: Are you kidding me? Your Honour, I think I need a different attorney.*

*Can I get a new attorney?*

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*With all the new technology regarding fertility recently, a 65-year-old friend of mine was able to give birth.*

*When she was discharged from the hospital and went home, I went to visit. 'May I see the new baby?' I asked.*

*'Not yet,' She said 'I'll make coffee and we can visit for a while first.*

*'Thirty minutes had passed, and I asked, 'May I see the new baby now?'*

*No, not yet,' She said. After another few minutes had elapsed, I asked again, 'May I see the baby now?'*

*No, not yet,' replied my friend. Growing very impatient, I asked, 'Well, when can I see the baby?'*

*'WHEN HE CRIES!' she told me.*

*WHEN HE CRIES?' I demanded. 'Why do I have to wait until he CRIES?'*

*'BECAUSE I FORGOT WHERE I PUT HIM, O.K.?!'*

A lot of discussions are going on in relation to electric cars, wind turbines and solar energy these days, one real concern is the lack of charging stations available to keep the cars mobile.

If you remember what this is you are probably elderly by now,



This was used to generate power to the headlight on pushbikes many years ago and there was never any problems keeping power to the light when the bike was in motion.

Could this just work in a similar fashion with one positioned on each wheel of the car to generate adequate power to the vehicle to eliminate the need to sit at a charging station.

Could be worth a thought into the future maybe.

I wonder if there is something similar that could be fitted to model plane with wind turbine blades fitted to generate power in flight, this would extend flight times, eliminate the need for charging batteries post flight, completely eliminate LiPo batteries. There is so much potential here but is it reality? Maybe just dreaming.

***Don't forget ! This month we celebrate the three days when the man is always right.***

***That would be the 29th, 30th and 31st February.***  
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These are the days we will never see again, arriving at the field to find that the runway matting had been lifted by strong winds and relocated some distance from the runway was not an uncommon sight. The spikes had to be found ready to secure it back in place, the tractor was used to drag the matting back onto the runway and re pinned and all this was before you could go flying.



Those days are all behind us as now, there will be no wind strong enough to lift the concrete runways we now have in place. We have had a couple of days with a little water on the concrete but this is minor compare to the disruption we used to experience.



***Catch you when we fly into the next edition in 2025. Happy Flying, regards Ron.***

