



Propwash

April 2026

From the President



Dear members

There has been movement at the station, or at least in the canteen/club room, with several people involved in the epoxy coating of the floor. Day 1 saw cleaning, scraping, sanding, prepping and the first coat applied. Day 2 the floor was given a quick sweep and a second coat applied. The area included all the club room and the area out the front, Another area given the treatment was the corridor and naughty room out the back.

Thank you to all those involved and a big shout out to Steve Green for supplying not only the products and tools at a great saving to the club but also his expertise in the job. The place looks great and had a good viewing at the recent scale weekend.

Last weekend was the scale rally and it was a bit of good and not quite so good. Saturday saw amazing weather for the general flying. The field was looking amazing and thanks to those involved and also Cowboy.

Great to see so many club members out and about enjoying themselves. Was a great day of flying. Unfortunately Sunday saw the wind come in but there were enough breaks for those willing to have a fly. Great to see some members from Perth down on the Sunday and we certainly had some great times out there with the EDF jets and a lone, beaten up yellow T28 giving them a run for their money.

With small numbers on the day it was decided to put all pilots names into a hat and a draw carried out for the prizes, donated by Ace Hobbies. Ron will have the results in this edition.

Although the event wasn't great in numbers, and financially not a big money earner, however the real result here was people thoroughly enjoying themselves which overrides everything.

April brings on the ANZAC Day breakfast and fly in. So dust off the Spitty, Sopwith or any other warbird and if you can get on down to the field and join in. Details will be confirmed shortly.

Speaking of Warbirds, KAMS, is holding their event 18th/19th April which is a great day or couple of days. Would be good to see some of our members attend and support another clubs event.

Well with a cyclone causing chaos over this weekend hopefully you can all get a fly in after it settles down. Until then stay safe and hope to see you down the field soon.

Regards
Bill Darnell

Bill got his maiden flight in on this new EDF jet model prior to the Scale weekend and was very happy with the outcome, he certainly gave it a workout in the sky over the Scale weekend.



From the Editor



It has been a busy time around the club over the past couple of months with the Scale Day having come and gone, the resurfacing of the clubroom floor and the cleaning up of the (Pest) Love Grass at the Western end of the field all coming to a close.

“BIG” Thank you to LGM Industries and ACE Hobbies Midland for their sponsorship of the recent Scale day at the field, those attending these events appreciate the generosity of the sponsors each year.

It makes it a better environment for all at these events when we have companies who are willing to support the club with their sponsorship over the duration of the event. The SWARMS committee, members and visitors greatly appreciate their support.

I must say I was a bit disappointed in the club members response to the survey that was circulated asking a number of questions about what the club meant to them and offering opportunity to give some positive suggestions on how we as a committee could work together with you to improve your club facilities, with only 5 members responding to this survey it tells me that everyone is happy with the running of the club and the current facilities.

This should be a positive indication that everyone is happy (apart for the 5 members who responded with some very positive comments) we should be able to look forward to many more productive meetings and events at the SWARMS club well into the future without any complaints or concerns.

Re: Promoting your club, Interesting read on page 11 it covers in a bit of detail what other clubs do to get and retain new members

Factual information Re: Clubs / Members, Page 12 / 13 details of an executive review of a number of club in relation to how they function and some tips for new members that join and training that works in favour of the new recruits to ensure that they remain members for extended periods.

The results of the ACE Hobbies Pilot voucher drawn at the Scale day event were:

- \$100 Voucher Ron Waller
- \$50 Voucher Shane Ballingall
- \$30 Voucher Ian Bain
- \$30 Voucher Justin

The three WestJets members who travelled down from Perth on the Sunday to attend the event all went home with a prize.

Thank you to ACE Hobbies for your support.

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Sad news: The inventor of the sleeping pill has passed away and will be laid to rest next week. He's not having a wake.

Sign on the flight line!

Attention Pilots

You are not allowed to do anything that starts with the words

“Hey Y'all watch this”

I have heard a few rumours around the pits that members are looking forward to the first ever SWARMS Buy, Sell Swap meet , date yet to be finalized.

It would appear that there will be a lot of bargains with members finding things that they had forgotten they still had stored away in the shed.

The old saying goes, “One mans junk is another mans treasure” which could be the theme for the day of the event.



Scale weekend 21st / 22nd March 2026.

On the “SCALE” of it the attendance number of pilots were down a bit on previous years. There could have been numerous reason for the decrease in number the main one would have been the price of fuel @ \$2.49 cents per litre to get here from Perth and return plus the strong wind predictions for the Sunday. Those that did attend enjoyed the outing and displayed a variety of Scale models on the Sunday which was the official Scale day. The weather was good for flying on the Saturday with a lot of time spent in the sky, however, Sunday was not so kind with strong wind gusts buffeting the field all day.

On Sunday, Pilots were treated to a complementary breakfast and lunch provided by our event sponsor LGM Industries, this was greatly appreciated by those who participated.

Some of the attendees relaxing after breakfast.



Early Saturday morning the pits were a hive of activity with pilots assembling their planes ready for the days action in the sky.



John and Bill prepare for take off with their EDF jets to attempt some formation flying.



Both a picture of concentration as they try to work out their next move and to get back on the ground safely.



This large electric powered Cub looked very impressive both on the ground and in the air, however, on a final approach for landing a wind change caused it to stall and dip a wing, it sustained minor damage.



Old Faithfull was there, would not be a show without the Trojan grazing the skies.



The Corsair looked a picture in the pits and presented well in the sky until a snap roll changes everything forever.



It came down and made contact with the earth's surface in an unplanned landing changing the structure permanently..



The crash investigation team was quick on the scene and after some deliberation it was found that the battery exited the plane during the snap roll, with no power the autopilot also failed RIP.



The Cub after a successful flight about to touch down on the runway.



This model owned and flown by a local lad, Ian Clapp, performed well on the day.



Bill setting up his new Hurricane in preparation to run the new motor in pre flight over the weekend.



The comradery at these events is one of the reasons pilots attend, there is always time to sit and talk about what could have been or the next project over the weekend during these sessions.



On Sunday Marcus had his Corsair out for an airing but it did not leave the ground, it did a lot of runway workouts during the morning and looked good with him and Bills Hurricane taxiing up and down the runway.



This vintage Dawn Flyer did not leave the ground but did enjoy the day out at the event in the pits with the strong wind passing over its wings all day.



Tiger Moths are always popular at Scale events.



*What would you call the brother duo, pilots who cannot fly a plane?
The Wrong Brothers.*

AWA Secretary, Peter Bryner, seen sneaking his plane out of the pits to get some time in the sky



Kevin Lunn had this model performing very well over the field, not sure if that was due to the characteristic of the plane or the skill of the pilot.



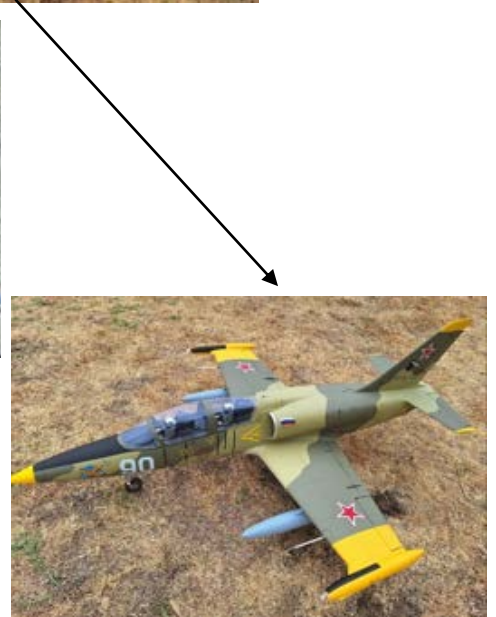
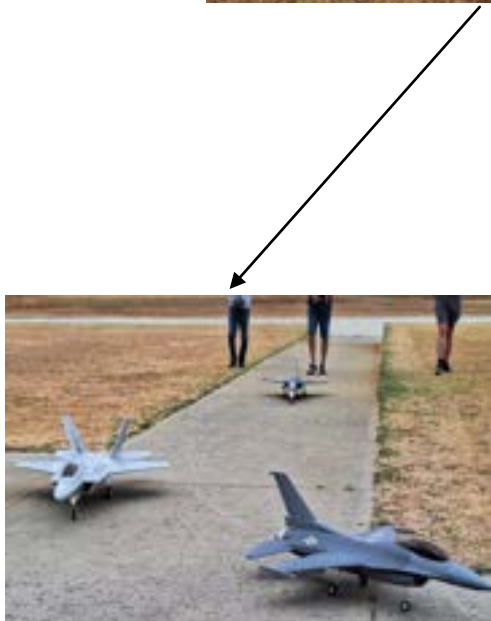
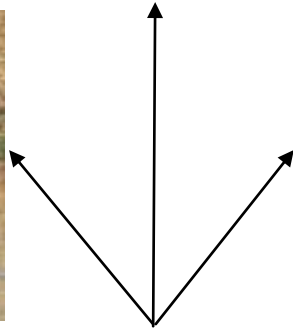
Ian Humphryson did not mind the strong wind gusts on Sunday morning it gave him a chance to catch up on some maintenance on his model in the pits.



This Pitts did not make it into the sky over the weekend, it is in the final stages of setting up in preparation for maiden flight.



On Sunday the field was being buffeted by strong wind gusts and there was not a lot of action in the sky until the EDF jets came out to play. Shane, Ian and Justin arrived from Perth and the action began joined by Bill, John and Glenn and it was then continuous action in the sky and they all came out of it unscathed.



A young male student (Johnny) was being very disruptive and sarcastic in the class room, the teacher tried to rectify the problem behaviour all to no avail, finally the teacher said:

“If I was to ring your mother right now what would she say”.

Little Johnny replied “Hello”

The presents of a bottle of CA glue is a reality in most modellers workshop and at the field. It is easy to use and fast drying so any repair work can be completed virtually on the run. A few tips on it's use for those who have not as yet found the need to use it

CA Glue Tip

Never glue over fuel residue.

CA and nitro fuel do not get along.

✓ **What to do instead:**

1. Wipe the area with alcohol.
2. Lightly scuff smooth surfaces.
3. Let it dry completely.

Then apply CA.

- Stronger Joints
- No mystery failures two flights later




HobbyBolts.com

CA Glue Tip

Use extender tips for precision.

Extender tips help you apply less glue exactly where you need it.

- ✓ Better control
- ✓ Less waste
- ✓ Cleaner joints

They also keep your nozzle from clogging.

Small tip. Big difference.




HobbyBolts.com



CA Glue Tip

Less glue = stronger bond

CA glue cures by reacting with moisture. Using excess CA actually weakens the bond.

Use a thin layer of glue between parts for the strongest hold.

Think precision, Not puddles.

HobbyBolts.com

With the centre line markings complete on our main concrete runways could this be the next step in the project??



Two modellers were enjoying a morning flying when a hearse and a funeral procession went past.

One of the modellers immediately landed his plane removed his hat and stood in silence with his head bowed as the procession continued to pass.

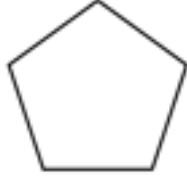
When back in the pits his mate said “That was very respectful of you doing that.

The other said “Well we were married for over 35 years”

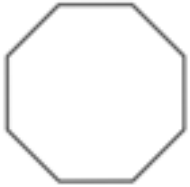
HEXAGON



PENTAGON



OCTAGON



MONEY GONE



“SWAP MEETS” can be addictive when you gamble on a good deal.



My Landlord indicated that he wanted to speak to me about my high power bills.

I told him my door is always open.

A lawyer who had just undergone surgery emerges from anaesthesia and notices that the room is dark.

“Nurse, why are all the blinds drawn?”

And the nurse says, “There’s a big fire across the street, and we didn’t want you to wake up and think the operation was a failure.”

A vampire bat came flapping in from a night of foraging, covered in fresh blood. He parked himself on the cave’s roof to get some sleep.

Soon all the other bats smelled the blood and began hassling him about where he got it. He told them to shut up and let him get some sleep, but they persisted until he finally gave in.

“Okay, follow me,” he said and flew out of the cave with hundreds of bats behind him.

Down through a valley they went, across a river and into a forest of trees. Finally he slowed down and all the other bats excitedly milled around him.

“Do you see that tree over there?”

“Yes, yes, yes!” the bats all screamed in a frenzy.

“Well I didn’t!”

Q: Is it common for 60+ year olds to have problems with short term memory storage?

A: Storing memory is not the problem, retrieving it is the problem.

Q: Where do 60+ year olds look for fashionable glasses?

A: Their foreheads.

Q: What is the most common remark made by 60+ year olds when they enter antique stores?

A: “Hey! I remember these!”

Q: What is a 60+ year old’s most frequent thought when going from one room to another?

A: “What did I come here for?”

Q: What is the most effective form of birth control for people 60 and over?

A: Nudity

Australian Transport Safety Bureau

A new ATSB occurrence brief details a runway excursion and collision with terrain involving an Air Tractor during aerial firefighting operations from Linga Airbase, Victoria.

-What happened--

On 4 December 2025, at 1720 local time, an Air Tractor AT-802A was preparing to conduct aerial firefighting operations from Linga Airbase, Victoria. Before departure the pilot briefly consulted electronic maps for Linga Airbase, however, did not observe that runways 17 and 19 were 2 separate runways with runway 19 commencing at the end of runway 17 rather than a single longer runway (Figure 1). After loading the aircraft with fire retardant, the pilot commenced taxi for runway 17, believing they were backtracking to use the entire length of runways 17 and 19. The pilot completed their take-off checks and commenced the take-off roll.

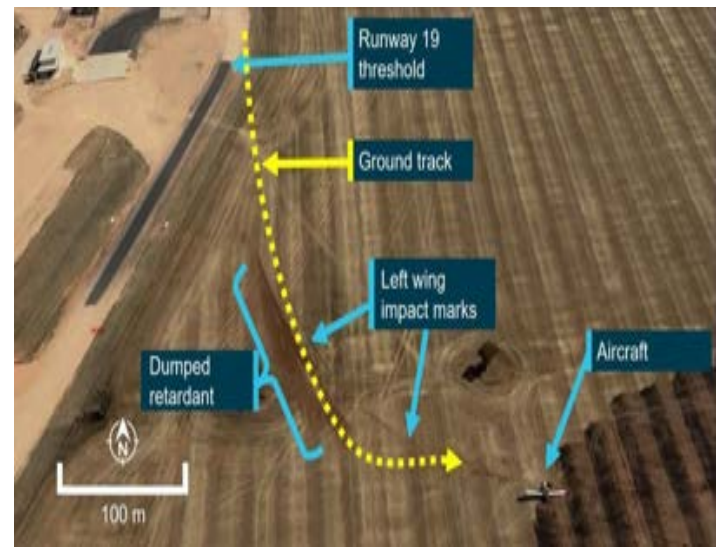
--Safety message--

The ATSB SafetyWatch highlights the broad safety concerns that come out of our investigation findings and from the occurrence data reported to us by industry. One of the safety concerns is reducing the severity of injuries in accidents involving small aircraft:

--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.



Promoting Your Club

A few tips other clubs are doing to promote theirs:

Become involved in your community. Communities should not be only vaguely aware of your model aviation flying field. Educate members of the general community about the benefits of the hobby to counter the negative news that may be out there.

Create a field trip to your club with a local Girl or Boy Scout troop or community groups. When holding events, invite the media or take photos and submit story in the local newspaper. This exposure not only earns your club goodwill in the eyes of key movers and shakers in the community, but exposes your hobby to potential new hobbyists who want to learn more about model aviation.

Brand your club. Add a simple sign outside of your flying site that announces who you are with contact details in the event of an enquiry. Print an affordable vinyl sign that you can mount on a fence during events, Clubs members can be easily identify by visitors to obtain information about the facilities if they are wearing a club shirt or hat promoting the club.

Go online. Although a website is nice, an equally effective tool is social media—not to mention it's free. In addition, each club with a web presence that can be used by the club to promote the clubs activities is a bonus.

Delegate. Clubs often have members who take on most of the work. This is unfair to the volunteer and to the club. Get to know your club members' interests and assign roles accordingly and make sure you have a trainer and introductory pilot on hand.

There will always be a percentage of members who will not be engaged, but to have a successful club you cannot rely on just one or two people.

Welcome guests and new members. First impressions are important. Don't let anyone walk onto your field for more than a couple minutes without a warm welcome from a club member and point them in the right direction to obtain information.

Have a training program in place to discuss with potential new members an Introductory Pilot Program is what potential members are looking for on their first visit.

Celebrate new members who join. Introduce new members to club members available at the field during their visit. Not only will they feel more excited about the club, but it will boost the morale of your existing club members.

Oop's your can't park there, or is this the plane mating season ?



I was in Bunnings store browsing around and some little kid ran around the corner and collided with me he looked up and called me an old fart.

I put an announcement over the store PA system as I was leaving, advising any parent in the store who is missing a child he's in the Big Silver toolbox in aisle 17.

A customer walks into a coffee shop and asks the barista for the WiFi password.

"You need to buy coffee first," the barista says.

"Okay, I'll have an espresso," the customer says.

After paying, the customer asks, "Can I have the password now?"

The barista replies, "Of course! It's 'youneedtobuycoffee first'. All lowercase, no spaces."



Factual information Re: Clubs / Members

Starting approximately 20 years ago, many model airplane clubs began seeing a decline in membership—fewer new people were joining and interested visitors to the flying field often did not return. This trend continues today.

Whenever this subject is brought up, the usual justifications related to the economy and peoples' changing interests are given as to why this is a sign of the times, as though nothing can be done about it. Despite the standard reasons people give to justify their club's decline, members who are actively involved still enjoy their flying.

Whether large or small, near cities or in rural settings, the successful clubs all display similar, easily copied characteristics that the struggling clubs do not. I want to highlight the tendencies that are on display at clubs that do well at acquiring and retaining members, and conversely, why others are in a state of decline.

What we need to do is adopted solutions to help stem the decline and promote club growth.

Those who feel that the membership has no role in their club's decline. Before deciding that what works for other clubs won't matter because your club members are older and you can't get new members, for the sake of discussion, let's say that your club sponsors a model display at a mall or a hardware store. As a result, five enthusiastic new people show up at your flying field the following weekend, expressing interest in joining the club and flying.

Is your club prepared to accommodate them and retain them as members? Or is your club stuck in a pattern of telling newcomers that they'll first have to learn how to set up an airplane then, depending on the availability of the instructor they will have to expect some crashes and make a number of trips to the flying field before they'll be able to fly on their own?

To veteran club members, that sounds perfectly normal; however, as many clubs are finding out, this no longer works in our instant-gratification society, where so many other activities vie for peoples' discretionary time and promise to deliver immediate fun.

The first significant trait on display at successful clubs in the modern era is that their leadership constantly promotes flying! For example, when a potential new member visits the flying field, the club leaders do everything they can to get that person in the air as soon as possible, or at least ask him or her to accompany them while they fly.

An interest in airplanes and flying is primarily what draws people to the hobby, and it is what RC aviation offers that they can't get anywhere else, especially since the training requirements and cost of full-scale aviation have become prohibitive for many people. A typical busy person today enters aeromodelling to have fun, as well as to enjoy the freedom that flying represents as an escape from stress and real life.

The reasons for joining a club are mainly to have access to a well-kept, dedicated flying site and access to the help of experienced modellers. The camaraderie and everything else that goes with being a club member is secondary to flying in the beginning. To the consternation of many veteran modellers, a typical RC pilot today looks at the process of setting up an airplane as mainly a means to fly and would prefer not to spend much time working on his or her airplanes.

Recognizing this, effective club leaders focus on "accentuating the positives" whenever they encounter a potential member or interested spectator. These positives include a dedicated runway from which to fly, experienced members to help answer questions, and the fact that technology is making it easier and cheaper than ever before for people to enjoy the hobby.

Effective leaders know that it is wise to not bring up all of the minute ways to "make things better" until a person first has a good handle on the fundamentals. What good is a slightly more capable radio or gadget going to be if the club member hasn't yet mastered the basic setup and operation of the equipment that he or she already has?

Another factor contributing to declining club membership is the tendency for people to whom everyone looks for advice to recommend the latest, greatest equipment and setups that match their own interests and ways of doing things. They should recommend what best aligns with the skills and interests of members who are asking for advice.

It won't matter how valid your advice is if it's beyond the abilities of most of the members and causes them to become discouraged or give up on flying before realizing any benefit from your advice.

Effective leaders try to make practical recommendations that will offer the greatest likelihood of success. Consider the E-flite Apprentice basic trainer. Veteran modellers typically advise any newcomer buying an Apprentice to forgo the basic radio offered with the airplane, and instead buy one with more features. However, the radio offered with the Apprentice is preset by the factory, so all that a novice has to do is charge the batteries and fly.

Those who "upgrade" to a more capable radio have to overcome the challenge of learning confusing terminology and how to program the new radio rather than experiencing the immediate gratification of flying.

Learning to program radios has become one of the greatest challenges in the hobby, and it is often counterproductive to thrust that daunting task on any newcomer whose motivation for getting into aeromodelling was to have fun but already has so much else to learn. Of course, at some point, a fledgling pilot will have to learn to set up a model and radio, and might possibly even enjoy it, but setting the precedent of facing a complicated process of programming before flying is intimidating, and often erodes someone's enthusiasm before even getting to fly.

Despite many clubs struggling to get and keep new members, many older members continue to frown upon airplanes, such as the Apprentice, that utilize modern, three-axis stabilization technology aimed at making learning to fly easier and less likely to involve significant repairs. Because some of these airplanes require unconventional control techniques compared with the way a newcomer will eventually fly, veteran modellers will often frame stabilization technology as a crutch and subsequently convince the student to turn it off.

What good does it do to point out that those who learn to fly with the stabilization turned on will have to learn different control techniques in the future if, before they get to that point, they become discouraged and quit?

Active clubs with a high retention rate never discourage, but rather encourage, the use of anything that helps new members get to the point of being able to safely fly on their own whenever they wish. Those systems aimed at speeding up success in the air can usually be diminished or turned off as a pilot's confidence increases.

Because SAFE technology often enables new pilots to solo on the first day, it solves one of the biggest challenges that clubs have faced in the past 40-plus years: finding committed instructors who are available to train regularly.

One of the biggest contributors to clubs struggling to retain active fliers is the tendency of the leadership at the field to continually push members to purchase more advanced equipment and increasingly larger airplanes under the guise that doing so will help them fly better.

Although that might be partially true, it has contributed to the phenomena of people leaving their clubs after four or five seasons when the hobby is no longer enjoyable. These former members no longer attend the club, but they continue to fly park flyers close to home and strictly for fun.

Although the club's more experienced members might be pitching radios with more features and claim that "bigger flies better" or espouse "what the pros use," seldom mentioned is the additional complexity associated with those components.

You can visit clubs across the country and see large numbers of people preoccupied with learning how to program their radios and operate their equipment instead of actually using it to fly! You'll also notice that within weeks of any member giving in and getting a substantially "bigger and better" airplane, his or her attendance tends to drop off.

If you question the person about it, he or she will have a list of excuses about how it's been too windy, he or she has been too busy, and/or it's become more convenient to fly helis and park flyers closer to home.





With financial assistance from the Bendigo Bank via their Capel Pitch night the final planning stages for the clubrooms floor upgrade were now completed.

The upgrade commenced as scheduled on Saturday 7th March, the equipment for the job was arranged by Steve and it proved to be very effective in grinding/sanding the floor surface back to original concrete in preparation for the epoxy seal.



After a couple of hours sanding the inside floor it was time to move onto the apron outside and the sanding was now almost complete.



Concern had been raised during the morning that the ambient temperature might rise to a level where it may not be practical to put the epoxy resin onto the newly sanded surface today.. .

We battled on through the heat and on completion of the sanding the acid was sprayed onto the surface to allow a better adhesion of the epoxy, then it was sit and watch this dry before any further progress could be made. This did give us an opportunity to clean the equipment before loading it back onto the trailer.

The decision was made to apply the first coat of epoxy and after about an hour of rolling on the first coat we had completed the inside and at this point had almost completed the outside with Trevor having only a small area to complete.



The predicted drying time of the epoxy was about two hours and by this time we had just about had enough for one day so the call was made for the second coat be applied on the Sunday morning to complete the overall task.

Sunday morning commenced with the cutting in around the edges and under the benches prior to a scheduled meeting necessary to finalize arrangements for the Scale weekend on the 21st / 22nd March.

When the meeting finished it was back onto the rollers to complete the second coat coverage and as we progressed it was evident that the transformation of the surface was improving with each roll.

The concentration of the fumes from the epoxy were at times overwhelming it has been the only time I have been grateful for strong winds at the flying field.

Around midday on the second day the end was in sight with the final coating coming to an end on the apron outside, with this all behind us now and with a life of around 10 years I don't think we will be concerned about getting involved and doing the next coating.

When it is required to be done again it only needs a chemical coating to be applied to activate existing surface and then another coat of epoxy



With the project now completed it was time to relax reminisce over the project and watch the epoxy dry.



A "BIG" thank you to the Bendigo Bank Capel for the financial assistance and to Steve Green for arranging the equipment and sharing his knowledge which was necessary to ensure we had a quality finish to the surface for many years to come.

Also to the members who gave up their weekend to assist with the completion of the project over the two days with out your involvement with this task it would not have been possible to achieve.

Australian Transport Safety Bureau

--What happened--

On the afternoon of 5 January 2026 at Parafield Airport, a student was conducting a series of check flights and assessments with an instructor in a Cessna 172. After completing 2 dual training check flights, the instructor approved the student to conduct a solo circuit flight.

--Safety action--

The operator has conducted a thorough audit of internal training records and an organisational review of flight training. Changes have been implemented to the instructor standardisation proficiency reviews and the overall training syllabus (pending CASA approval). Some of these changes include:

--Safety message--

Pilots must ensure that they are continually assessing the aircraft's airspeed throughout the landing and take-off phases of flight. If the aircraft does not meet the rotation speed outlined in the POH, the take-off roll should be continued until the appropriate rotation speed is reached. Equally, should the aircraft become unstable during approach, a missed approach should be conducted.

--About this report--

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A die-hard model fan was very surprised to see an empty seat at the local field Funfly. He noticed a woman sitting next to the empty seat and made a remark about it to her. "Well, it was my husband's", she said. "But he died."
"Oh my gosh!" he said. "I'm sorry for your loss, but I'm surprised that another friend or family member didn't jump at the chance to take the ticket."
"Beats me", she said. "They all insisted on going to the funeral."

Arguing with a woman
 is like reading the Software
 License agreement



In the end you
 have to ignore everything
 and click "I agree"



Q: *Where can men or women over the age of 60 find young, sexy members of the opposite sex who are interested in them?*

A: *Try a bookstore, under fiction.*

A homeless man just confronted me and asked me for a dollar. I told him "I only carry big bills". He asked for one of those. So I gave him my electricity bill.



My partner has a mini biplane tattooed on her leg 25 years ago now it is a 1/4 scale model.

Boarding school taught me how to get onto an aeroplane.

I think my wife is putting glue on my firearms.

She denies it but I'm sticking to my guns!

Being in debt attracts a lot of interest.

From bankers

It wouldn't have been Wright if Ford had invented the aeroplane.

Do race horses slow down when they see a police horses?

When the Dentist married the Manicurist they fought tooth and nail for the rest of their lives.



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

