



Propwash

From the President



Dear Members and Friends

Between work (some of us still have to), wind and fire bans I haven't flown this year.

On the plus side I am progressing through the process of getting a shed (Hanger) sorted and built. As from the attached photo the current room is a temporary tad too small.



I hope every one had a great festive season though of which is now well and truly gone and we are swiftly heading to another one.

In between though we should be looking forward to some up coming events. Australia Day has been and gone also but Ron will probably cover that. Obviously ANZAC Day will be next on the calendar, I think it will be held 25th April if not mistaken.

A question is are we going to try for another scale weekend/day similar to what was held last year? I feel it would be good to have another go at it personally.

February 2026

All these are quite possibly up for discussion at Sunday's Meeting.
Would be good to see a decent attendance to start the year so please try your hardest to be there.

Regards
Bill Darnell

A man approaches a travel agent and says: "I want to buy a plane ticket for Norwald...for a holiday". Confused the travel agent begins searching on the computer.

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

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

What did the instructor at the school for Kamikaze pilots say to his students?

Watch closely. I'm only going to show you this this once.

Rudolph called in sick on Christmas Eve (too much eggnog and that nose was overheating on final), so Santa ditched the sleigh, fired up a radial-burning Stearman, and went full barnstormer mode for this year's global gift drop!



From the Editor

Welcome to the first edition of your newsletter for 2026, as a result of me relaxing in Tasmania over the past three weeks there is not a lot of what has happened in and around the club since Christmas. I trust you all had a safe relaxing festive season and are looking forward to see what 2026 holds in store for you in the sky over SWARMS.

If you were all good during last year we should see a few new models in the sky in the early part of 2026 as a result of Santa's visit.

In this Propwash I have done a bit of research into the safety of real helicopters in particular the R22 which is a popular model used for mustering in Australia. But on page 4 and 5 it paints a different picture with a number of incidents recorded on camera.

I have also shared a couple of other interesting articles that I came across in the aircraft industry that has filled a couple of pages. Page 10 highlights the hazards of birds around an airfield when they interact with planes.

Page 13 covers two incidents with Biplane landings that went wrong both very similar outcomes with the plane inverted on the ground as a result.

With the fire season starting early this year and predicted to go longer and with more ferocious fire occurring as a result a bit of action shown in this edition in relation to the aerial assistance available now to assist those on the fire ground with some shots of this equipment in action on page 7.

New Year Resolution !!

I know that you have all made a new years resolution because that is the type of members we have in the club, always planning ahead.

I hope amongst that resolution list was a commitment to provide at least one article for the Propwash in 2026, it is your newsletter and a great opportunity to share a story, a build, a failure, a good / bad experience or just your favourite **"CRASH"**

Only too happy to assist with your contribution if you need a hand to complete something.

A few good tips heading into 2026 and beyond.

I lost a good flying buddy to a terrible accident, his finger got stick in a wedding ring.

Don't stress over the money you spend on RC flying. Stress about waking up old and realizing all you did was work.

Fact! People that fly RC are 100% happier than those who don't.

I Googled my symptoms yesterday on Google Doc. It turned out that I need to go flying more often.

Make sure you enjoy all your flying days because one day they will just be memories.

Everyone should believe in something, I believe I should be flying right now.

Fly whilst you've got your health. Don't wait until you are too old to enjoy it. Don't stress about the money.

Just make it work however you can, no one wishes for more money in their last few days.

Experiences and memories are priceless.

I wish flying therapy was covered by my health insurance.

Whilst you enjoyed Christmas dinner shared with family and friend in the comforts of air conditioning away from the 39 deg heat outside, hope you spared a thought for the Fire Fighters who missed out on theirs they were out there fighting several outbreaks saving lives and property. Many hour and days go unnoticed with these dedicated volunteers dropping everything to respond to an outbreak.



Got my first date for the year lined up. I mean it's a court date but it's still a date and I'm dressing up for it. One more than I had in 2025.

Having recently returned from Tasmania on leave relaxing, sightseeing and taking in some of the scenery checked out the facilities at the Hobart Model Aeroclub based in Richmond. No concrete to be seen all grass surface and a separate area setup for control line flying.



A different layout compared to the SWARMS field.



Clubrooms area adjacent to the flight line.



Startup bench facilities are more than adequate.



You will be able to achieve this when you take a plane to the field and enjoy the experience in the sky when ever the opportunity arises. Do it today ! Retie from work not from life.



Why did the toilet paper roll down the hill To get to the bottom.

What's a nervous flyer's favourite seat? The one closest to the exit!

Why did the first-time flyer bring a parachute? For extra security!

What do you call a first-time flyer's biggest fear? Everything!

The R 22 helicopter have been known to have a good flight record, however, it appears it has a landing issue. Looking at the attached photos from my research indicate that they seem more comfortable on their side when on the ground.

Pilot sustained serious injuries.



Pilot uninjured.



Two on board no injuries were sustained.



Pilot sustained serious injuries.



Pilot sustained serious injuries.



Pilot sustained minor injuries .



My uncle died after falling out of a helicopter whilst on a joy flight..

So at his funeral we got him a wreath in the shape of a parachute.

Well, it's what he would have wanted.

Pilot sustained serious injuries.



Serious injuries to one passenger, and minor injuries to the pilot and other two passengers.



Two pilots on board no injuries were sustained.



A couple of other models I came across whilst looking through the mishaps.

Minor injuries were sustained.



Pilot sustained minor injuries



No injuries were sustained.



I believe that if it does not have wings it probably was not meant to fly.

It was interesting to see that there were no fatalities associated with any of these crashes, they all occurred at a low altitude close to the ground either on take off or the landing attempts which tells me don't fly helicopters at high altitude to prevent serious outcomes.

Helicopter Crash

A helicopter carrying passengers suddenly loses engine power and the aircraft begins to descend

The pilot safely performs an emergency landing in water, and tells the passengers to remain seated and to keep the doors closed, stating that in emergency situations, the aircraft is designed to stay afloat for 30 minutes, giving rescuers time to get to them.

Just then a man gets out of his seat and runs over to open the door.

The pilots screams at him, "Didn't you hear what I said, the aircraft is designed to stay afloat as long as the doors remain closed?!!!"

"Of course I heard you", the man replied, "but it's also designed to fly, and look how good that one worked out!!!"



A bit of interest has been regenerated with the combat wings being rekindled and with the upgraded model which is still available from the Dodgy Bros in Victoria, d1, d2 and now there is d3 who is 3d printing the fuselage on the new kits.

I have just constructed the last of these model from d2 which is a foam fuselage, all models will now have the 3d printed fuselage, the wings which on previous models were exposed foam are now covered with brown paper and sealed enabling the wings to be either covered with heat shrink covering of your choice or painted.

These are a lot of fun in the sky and at very low cost to get them airborne



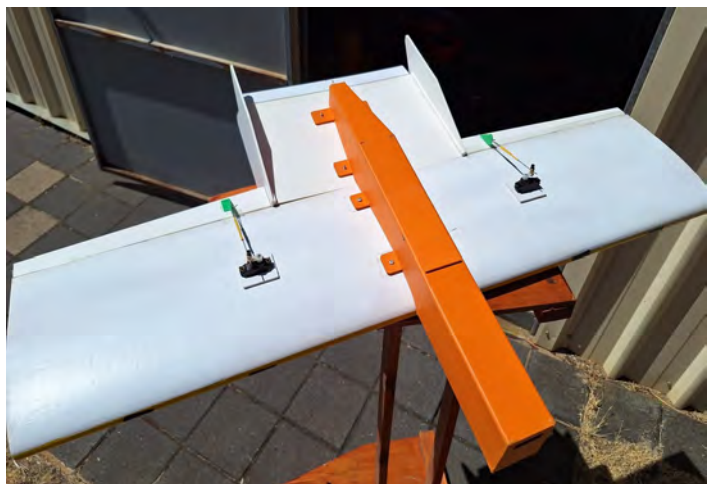
The underside of the model, it's flying surfaces consist only of elevator and ailerons it only requires three 9 gram servos.



This is the new model with the printed fuselage I have painted this one compared to the heat shrink covering I used on the previous model



The under side of the model exposing the printed fuselage, it is similar to the earlier model but now plastic.. The tail section and ailerons are also printed. This does add a little bit more weight to the model so as recommended I have fitted a bigger motor to this model.



A recent black and white image of the water bomber in action gives a different perspective of a bushfire event. Without the intense smoke and flames visible it looks like a rather relaxed flyby, however, for the pilot it would be a whole different scenario from the cockpit window for him.



There is no aerial support during the night for these fires but fire still engulfs all in it's path. Night shot as it approaches a coastal town and it will continue until dawn when the action in the sky commences again in an attempt to halt it's progress.

Not a pretty sight for those who have been evacuated from their homes hoping that they will be spared from the flames.



This one tried to take on a bit too much water.



This aerial tanker fire fighting unit is based in Busselton for the 25/26 fire season.



Tanker in action on the fire ground dumping retardant in large quantities to prevent further spreading of the flames.



Plenty of action and water about when these bombers get airborne An 'Air tractor' fire bomber can land, be refilled with 3,000 litres of water that can be mixed with firefighting foam or retardant, and take off again within 5 minutes.



Need a laugh to start off 2026, try reading through these young children's science exam answers:

Q: Name the four seasons.

A: Salt, pepper, mustard and vinegar.

Q: Explain one of the processes by which water can be made safe to drink.

A: Flirtation makes water safe to drink because it removes large pollution like grit, sand, dead sheep and canoeists.

Q: How is dew formed?

A: The sun shines down on the leaves and makes them perspire.

Q: How can you delay milk turning sour? (brilliant, love this!)

A: Keep it in the cow.

Q: What are steroids?

A: Things for keeping carpets still on the stairs.

Q: What happens to your body as you age?

A: When you get old, so do your bowels and you get intercontinental.

Q: What happens to a boy when he reaches puberty?

A: He says good-bye to his boyhood and looks forward to his adultery.

Q: Name a major disease associated with cigarettes.

A: Premature death.

Q: What is the fibula?

A: A small lie.

Q: What does "varicose" mean?

A: Nearby.

Q: What does the word "benign" mean?'

A: Benign is what you will be after you be eight.



Dog on a Plane

A man had just settled into his seat next to the window on the plane when another man sits down in the aisle seat and puts his black Labrador in the middle seat next to the man.

The first man looks very quizzically at the dog and asks why the dog is allowed on the plane ? The second man explains that he is a Drug Enforcement Agency officer and the dog is a 'Sniffer dog'.

'His name is Smithy and he's the best there is. I'll show you once we get airborne, when I put him to work.' The plane takes off, and once it has levelled out, the agent says:

'Watch this.' He tells Smithy to 'search'. Smithy jumps down, walks along the aisle, and finally sits very purposefully next to a woman for several seconds Smithy then returns to his seat and puts one paw on the agent's arm.

The agent says, 'Good boy', and he turns to the man and says: 'That woman is in possession of marijuana, so I'm making a note of her seat number and the authorities will apprehend her when we land.' 'Say, that's pretty neat,' replies the first man.

Once again, the agent sends Smithy to search the aisles. The Lab sniffs about, sits down beside a man for a few seconds, returns to his seat and this time, he places TWO paws on the agent's arm.

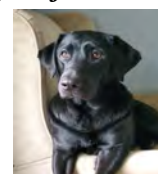
The agent says, 'That man is carrying cocaine, so again, I'm making note of his seat number for the police.' 'I like it!' says his seat mate.

The agent then tells Smithy to 'search' again. Smithy walks up and down the aisles for a little while, sits down for a moment and then comes racing back to the agent, jumps into the middle seat and proceeds to poop all over the place.

The first man is really amazed out by this behaviour and can't figure out how or why a well-trained dog would behave like this, so he asks the agent,

'What's going on?' The agent nervously replies,

'He just found a bomb!'





“Further, the risk of collision had not been identified in operational risk assessments, and the operator’s manuals did not provide documented procedures to ensure pilots establish and maintain adequate separation between helicopters.”

Instead, the final report notes, company pilots were permitted to arrange their own separation based on personal preference.

“Pilots routinely flew with reduced vertical and lateral separation, and over time this became an accepted operating preference.”

Mr Mitchell said the accident was a demonstration of the need for risk management to identify, assess and mitigate risks.

“Aerial mustering plays a critical role in Australia’s agricultural sector,” he said.

“This tragic accident should serve as a trigger for all mustering operators to consider their risk management practices, and whether they have scaled them adequately for their operation.”

The final report notes Australia’s Civil Aviation Safety Regulations for aerial work activities (Part 138) are intended to provide operators with flexibility through scalable risk management practices.

“We encourage operators to review available guidance to assist in their identification and management of hazards.” Mr Mitchell also said the accident was another reminder of the fallibility of see-and-avoid as a primary means of identifying and managing the threat of collision.

“Defined separation minimums and pre-planned safe exits which provide an opportunity to identify and respond to emerging collision threats are important tools in assisting pilots avoid midair collisions,” he said.

“Additionally, airframe obstructions can limit visibility in even the most open cabins. This should be a key consideration when establishing how aircraft should be positioned when flying in close proximity.”

***Mary had a little lamb.
Her father shot it dead.
Now it goes to school with her,
Between two hunks of bread.***



The operator of two R22 mustering helicopters which collided soon after take-off did not define appropriate separation standards for its helicopter operations, with pilots permitted to arrange their own separation, an ATSB investigation has found.

The investigation’s final report details that between first light and sunrise on 25 July 2024, the pilots of four Robinson R22s planned to take-off from the Mount Anderson Station homestead in WA’s Kimberley to transit to a mustering site about a 10-minute flight away.

Shortly after taking off, two of the helicopters, flown by the lead pilot and another experienced mustering pilot, collided about 150 ft above ground level. The helicopters departed controlled flight and collided with terrain, and both pilots were fatally injured.

An ATSB investigation established that the helicopters collided during initial climb, after the lead helicopter had manoeuvred to the right.

“Neither pilot detected their converging flight paths before the collision,” Chief Commissioner Angus Mitchell said.

“While limited data prevented a full visibility study to establish what each pilot could see, the wreckage examination indicated that at the point of collision the lead helicopter may have been in a blind spot for the second helicopter.”

The investigation’s final report considers what actions the helicopters’ operator, Pearl Coast Helicopters, was taking to manage aircraft separation in its operations.

“The tools used by the operator to consider and manage operational risk were not tailored to their main business of aerial mustering,” Mr Mitchell said.

A real "BIG" bird strike.

Berniq Airways Flight NB463, an Airbus A320 (5A-BRE), was accelerating down Runway 10 at Tripoli's Mitiga International Airport in Libya for a scheduled departure to Cairo with 155 passengers and crew on board when it collided with a massive flock of birds on December 19, 2025.

According to flight data, the aircraft had reached a speed of approximately 156 knots when it encountered a dense flock of birds, which forced the crew to perform a rejected takeoff (RTO).

The aircraft's radome—the protective shell housing the weather radar—sustained dents and multiple punctures. Ground crews immediately moved the aircraft to a hangar to inspect the engines for "ingestion," where bird remains can cause internal blade damage or engine failure.

Berniq Airways confirmed that all 155 people on board were deplaned safely and without injury. The passengers reached Cairo with a replacement aircraft.



Very little damage when Santa had his unfortunate accident Christmas Eve.



A number of birds were removed from the runway after the incident.



That's what I call parking (barking) up the wrong tree. Safety Issue identified, driver did not have working at height approval.



I like a good story about what people got for Christmas and I like it when the present came in a "BIG" box. This modeller certainly got what he asked for from Santa. Happy wife Happy life and Happy modeller well into the future.



A police officer lights up behind a speeding car on Christmas Eve and the driver nervously pulls over. The officer leans in and asks, "Name?" The driver answers, "D-D-D-Dav-Dav-David, sir." The officer raises an eyebrow. "What's that—do you have a stutter?" The man shakes his head. "No sir, my dad has a stutter and the guy who filled out my birth certificate is an asshole."

Old age syndrome

An elderly couple were having a meal and the gentleman asked the lady to marry him, she said she would. Next morning he rang the lady, apologised but confessed to her he could not remember if she said "Yes" or "No" She said "Not to worry, she could not remember who asked her".

What's the difference between a dry cleaner and a Lawyer ? The cleaner pays if he loses yours suit. The Lawyer can lose your suit and still take you to the cleaners.

The newly deployed fire fighting Black Hawk helicopters have been active early here in WA and proving to be very efficient when called into action, however, it is only early stages of the fire season, hope they are not kept too busy.



Why would you want to jump out of a perfectly good plane ? This guy might think twice about doing it again.

Fortunately this was a good out come but would have been a bit concerning for the parachutists having left the aircraft and did not descend far from the plane before stopping.

The pilot had to make some very quick adjustments to the controls to stay on level flight to enable the rest of the parachutists to leave the aircraft before landing safely.

The chute was cut free and he was able to make a safe landing on his reserve chute.



Note on an Electrical account

We would be delighted if you send in your payment. However, if you don't, you will be !!

With Christmas day producing a scorching 39 deg it is no wonder that this item came up for sale on EBay on Boxing Day.

For sale. Aussie Snowman.
Needs repair. \$25



I couldn't find my luggage at the airport baggage area. So I went to the lost luggage office and told the woman there that my bags never showed up.

She smiled and told me not to worry because she was a trained professional and I was in good hands.

'Now,' she asked me, 'Has your plane arrived yet?'...



Over the festive season, a man came home and was greeted by his wife dressed in a very sexy nightie. "Tie me up," she purred, " and you can do anything you want."

So he tied her up and went Flying.

Marriage is a relationship in which one person is always right, and the other is a husband.

Remember that time waits for no one.

Yesterday is history

Tomorrow is a mystery

Today is a gift. That's why it is called the present

Right in the middle of the fire season when the risks were high and the fire bans were being declared Troy had prepared his AG Wagon for action, however, on Sunday 28th December it all went wrong. This is the model that went up on a flight mid morning.



The flight was going well after a bit of trim and the plane settled into some comfortable flying, Troy took over the controls, but, the time factor now came into play. I handed Troy a portable timer pre flight to ensure that the flight time was recorded, however, when I handed him the radio after trimming the plane he had placed the timer in his pocket. (I was very reluctant to place my hand in and retrieve it.) Not knowing how long we had been flying an estimation of the flight time was made and then it all happened.

The radio started talking to Troy, *Telemetry lost, Telemetry lost* and with a confused look on his face we watched the plane spiral to earth resulting in ground contact, after retrieving the pieces and back in the pits the extent of the damage was revealed.





ATSB Occurrence Briefs

With all the cut backs in the mining industry currently going on they have come up with a new design to compensate for fly in, fly out, workers. You can now drive to the airport fly to the mine site and drive straight out into the pit area without getting out of your transport vehicle, trials have proven it has saved considerable time and money.



This guy is really happy with Santa, he got a vest of beer for Christmas.

Two newly-published ATSB Occurrence Briefs highlight key safety messages for pilots of tailwheel aircraft.

In the first incident, during the ground roll of a touch-and-go, the pilot of a Tiger Moth abruptly applied full power and forward stick.

The aircraft pitched forward, lifting the tail above the normal attitude for take-off and the propeller struck the ground. The aircraft subsequently nosed over, coming to a stop inverted.

In the second incident a Boeing Stearman landed long. The pilot applied hard braking, which caused the tail to lift once elevator effectiveness reduced. This resulted in the aircraft slowly tipping forward, striking the propeller and then flipping over onto its back and rudder.

The first brief's safety message highlights that typically in tailwheel aircraft the main landing gear is in front of the centre of gravity, which endows them with a sensitivity in pitch movement.

This can result in pitch excursions and nose-over accidents during take-off or touch-and-go landings should pilots not remain fully cognisant of this behaviour.

The second brief's safety message highlights that conducting a go-around is normally the safest course of action if a pilot is not entirely comfortable with the approach, and that heavy braking in high centre-of-gravity, tailwheel aircraft increases the risk of loss of control on landing.



A woman walked into the kitchen to find her husband stalking around with a fly swatter "What are you doing?" She asked.

"Hunting Flies" He responded.

"Oh! Killing any?" She asked.

"Yep, 3 males, 2 Females," he replied.

Intrigued, she asked. "How can you tell them apart?"

He responded, 3 were on a beer can, 2 were on the phone.



Brief history of RC Planes

The history of radio-controlled (RC) planes dates back to the early 20th century, evolving from simple models to sophisticated aircraft used in various applications today.

Early Beginnings

1909: The first known demonstration of a remotely controlled model airplane occurred during an exhibition in Paris, utilizing wireless telegraphy for control.

1930s: Significant advancements were made, particularly with the introduction of the Big Guff in 1938, designed by Walter and William Good. This model is often credited as the first successful RC airplane, showcasing the potential of remote control technology in aviation.

World War II and Military Applications

During World War II, the U.S. Army and Navy utilized RC planes, known as Radioplanes, as artillery target drones. This marked a significant shift in the application of RC technology, moving from hobbyist use to military operations.

Post-War Developments

1946: The FCC established the 6-meter band for amateur radio, allowing more enthusiasts to engage in RC flying without extensive licensing requirements. This led to a surge in popularity for the hobby.

1950s: The introduction of more advanced radio control systems, including multi-channel systems, allowed for greater manoeuvrability and control of RC planes. The development of handheld transmitters further revolutionized the hobby.

Technological Advancements

The late 20th century saw the emergence of electric motors and improvements in battery technology, which expanded the capabilities of RC planes. Early electric models faced limitations due to heavy batteries, but advancements in battery technology eventually led to more efficient and lighter options.

2000s: The hobby experienced a renaissance with the advent of lightweight materials, improved electronics, and the rise of drones, which introduced new functionalities such as GPS and autonomous flight capabilities.

Modern Era

Today, RC planes are used not only for recreation but also in scientific research, agriculture, and military applications. The National Model Aviation Museum in Muncie, Indiana, houses a vast collection of RC aviation history, showcasing models from various eras and highlighting the community's contributions to the field.

Conclusion

The evolution of RC planes reflects a rich history of innovation and community engagement, transforming from rudimentary models to complex aircraft that serve multiple purposes in today's world. The ongoing advancements in technology continue to shape the future of RC aviation, making it an exciting field for enthusiasts and professionals alike

Over Christmas we went to breakfast at a restaurant where the 'seniors' special' was two eggs, bacon, hash browns and toast for \$2.99.

'Sounds good,' my wife said. 'But I don't want the eggs.' 'Then, I'll have to charge you \$3.49 because you're ordering a la carte,' the waitress warned her.

'You mean I'd have to pay for not taking the eggs?' my wife asked incredulously. 'YES!' stated the waitress. 'I'll take the special then,' my wife said..

'How do you want your eggs?' the waitress asked. .. 'Raw and in the shell,' my wife replied. She took the two eggs home and baked a cake.

DON'T MESS WITH SENIORS!!! WE'VE been around the block more than once!



I didn't know if my granddaughter had learned her colours yet, so I decided to test her.

I would point out something and ask what colour it was. She would tell me and was always correct.

It was fun for me, so I continued.

At last, she headed for the door, saying,

"Grandpa, I think you should try to figure out some of these, yourself!"



A good sequence photography shot taken of a helicopter involved in aerial spraying as he completes a pass and turns to come back along his spray line for another pass.



Chinese Proverbs

- Man who runs in front of car gets tired !*
- Man who runs behind can get exhausted !*
- Man who eats prunes gets good run for his money*
- War does not determine who is right, war determines who is left !*
- Man who drives like hell is bound to get there!*

Paddy and Murphy were working on a building site. A slate falls off the roof and slices Paddy's ear off. Murphy finds it and asks "Is this yours Paddy ? "NO mine had a pencil behind it".

British man killed by shark whilst honeymooning in Australia. Reports say he did not suffer for too long as he had only been married for 5 days.

My grandson was visiting one day when he asked, "Grandma, do you know how you and God are alike?"

I mentally polished my halo and I said, "No, how are we alike?"

"You're both old," he replied.



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



A couple had been married for 50 years. They were sitting at the breakfast table one morning when the wife says, ' Just think, fifty years ago we were sitting here at this breakfast table together. ' ' I know, ' the old man said.

' We were probably sitting here naked as a jaybird fifty years ago. ' ' Well, ' Granny snickered. ' Let's relive some old times. ' Where upon, the two stripped to the buff and sat down at the table.

' You know, honey, ' the little old lady breathlessly replied, ' My nipples are as hot for you today as they were fifty years ago. '

' I wouldn't be surprised, ' replied Gramps. ' One's in your coffee and the other is in your oatmeal '