

Propwash

June 2007

Presidents Report

First of all may I say a big thankyou to Paul Dodge (Dodgey) for his presidency over the past year, and to the other executive members Larry and Roy who are continuing on in their current positions as secretary and treasurer respectively.

Secondly I'd like to thank all existing and new members throughout the past year for their continued support of the club in the many events that have occurred throughout the year.

We have many exciting events to look forward to as the club grows not only in numbers but in camaraderie through a common cause. The next big event on the calendar is the annual scale weekend on the long weekend in October. If it is anything like last years it will be great.

Just a reminder about safety around the pit area. Dennis Green has volunteered to keep his keen eye watching out on Wednesdays to ensure our sport is as safe as it can be, whilst Scott Pittick will be the Sunday Safety Officer. I will be supervising safety on Saturdays. If one of us has reason to say a word or two to you

about safety, please don't be offended. We are only trying to keep you all safe and sound so you can keep on flying.

There have been a number of new members this year. Some can already fly whilst others have been keen to learn. Thanks to Larry who continues to help out with training on Wednesdays and Sundays.

A regular contingent of Mandurah fliers have been visiting our club with a variety of planes. It is good to have these guys come along. The purchase of the field by the MAAA is still progressing steadily which is good news.

If you are not sure who I am I have included a mug shot below. I usually only fly on a Saturday due to Church commitments on a Sunday so if you want to catch up with me then come on a Saturday. Otherwise have fun on a Wednesday or Sunday.



Fees will be due at the end of this month so please get organized and pay before then. See details over the page on how to pay.

Cheers

Kezza

El Presidente

Crashes and other Credible Chatter

Young Sarah learnt more about the effects of gravity recently when she crashed after trying some new maneuvers a little close to terra firma. Hopefully this science lesson will be one well learnt as experience is a great teacher.



John and his LancAir. It flies really nice even with John at the controls (Hee, Hee).



Brod had another crash recently when he took off with his Scanner but lost control immediately after takeoff and crashed. The CASA (*Can Anyone See Anything*) investigation concluded a faulty battery plug to be the cause of the accident.

Yours Truly crashed his CAP 232 recently after breaking every safety rule in the book. Not connecting your aileron wires and then not doing a preflight check due to intermittent rain led to a dramatic crash as the engine was throttled back and the plane allowed to contact the ground involuntarily. Fortunately the damage to the plane was fairly minor and repairs are underway. My motto is now "don't do as I do; do as I say!!!"

Clint crashed his Giles and fully demolished it into millions of tiny pieces. Again the CASA investigation has revealed that receiver crystal failure led to the plane continuing to fly without pilot input and the resulting landing at full throttle was not kind to the structural integrity of the model.....



Editors Note: Whilst every effort has been made to keep up with current happenings, some events slip through. I apologize if you have had an event occur that hasn't been included. If you want to make it known then please email me with the information for inclusion in the next publication. Also I'm a bit shy on pictures for this edition, so if you've got any just email them to me with a quick note and I'll write up something totally whacky to go with them. Thanks.

Clappy has a Bobcat Jet look-a-like powered with a pusher propeller. Flies fast and smooth.

Financial Statements

INCOME SUMMARY

Cap		\$ 15.00
Canteen		\$ 237.55
CD		\$ 10.00
	Total	\$ 262.55

EXPENSE SUMMARY

Canteen		\$ 104.20
Modelling Gear		\$ 100.00
Toilets		\$ 80.00
Fees		\$ 197.50
	Total	\$ 481.70

Cash at Bank End of April 2006		\$ 6,939.88
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Monthly Outcome

Profit/Loss \$ 219.15

April 2007

INCOME SUMMARY

SWARMS CD		\$ 20.00
Fees		\$ 232.50
Canteen		\$ 338.90
	Total	\$ 591.40

EXPENSE SUMMARY

Hardware		\$ 167.16
Gas		\$ 101.80
Fees		\$ 67.50
Field Purchase		\$ 1,300.00
Web Site		\$ 100.00
	Total	\$ 1,736.46

Cash at Bank End of May 2006		\$ 5,794.82
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Monthly Outcome

Profit/Loss \$ 1,145.06

May 2007

Don't forget that we are drawing near to the end of the financial year. Fees will be due by the 30th of June. If you haven't paid by then you will not be allowed to fly as you are not covered by insurance.

You can pay your fees in several ways:

1. Catch up with Roy Warren at the field.
2. Pop a cheque in the post addressed to 11 Mustang Loop, Eaton, 6232.

3. Deposit the money directly into the SWARMS bank account:

CBA 06 6507 00907741

Then send an email to the treasurer advising that you have made the deposit at: treasurer@swarms.org.au

Fees are the same as last year. (see minutes of meeting)

There has been some discussion recently about the issue of Heavy Model Permits. A Heavy Model is defined as one that is between 7kg and 25kg in weight. Giant Models are between 25kg and 50kg. As is described in the Manual of Procedures (see extract below), Heavy Model Permits must be renewed every 3 years, so dust off those models and get them certified if you haven't flown them for a while.

LARGE MODEL AIRCRAFT—INSPECTION AND OPERATION PROCEDURE

MOP015

7. OPERATION UNDER A PERMIT TO FLY

7.1 Pilot of Large Models

A valid Permit to Fly allows flights of the subject aircraft under the control of any pilot whose name appears on the Permit to Fly as an "Endorsed Pilot". The Permit also allows flights of the subject aircraft under the direct supervision of any pilot whose name appears on the Permit to Fly as an "Endorsed Pilot" except at Displays that require a Display Permit, see Manual of Procedures MOP019 Display Procedure.

7.2 Pre-Flight Inspection

The pilot of a model aircraft requiring a Permit to Fly shall verify all items in the Inspection Checklist, Appendix A, before the first flight on any one day. Items marked "P" must also be verified before each flight.

7.3 Suspension of Permit

A Permit to Fly shall be considered suspended whenever the model for which it is issued;

- (a) suffers damage to its primary structure or any control surface
- (b) suffers any control malfunction during flight
- (c) is structurally or aerodynamically modified including radical changes to the control throws.
- (d) is fitted with a different type or size of engine or engine mount
- (e) is fitted with a different type or size of servo operating a control surface
- (f) is fitted with a different type of battery with lower capacity.
- (g) is fitted with a different radio receiver from that originally approved
- (h) undergoes a change of ownership

A suspended Permit may be re-validated as described in 8.2 below.

7.4 Cancellation of Permit

A Permit to Fly shall be cancelled and returned to the issuing body whenever the model for which it is issued;

- (a) is damaged beyond repair
- (b) is modified such that it is no longer accurately described in the Permit.
- (c) is over three (3) years old from the date of issue of Permit to Fly and has not been issued with a new Permit to Fly.

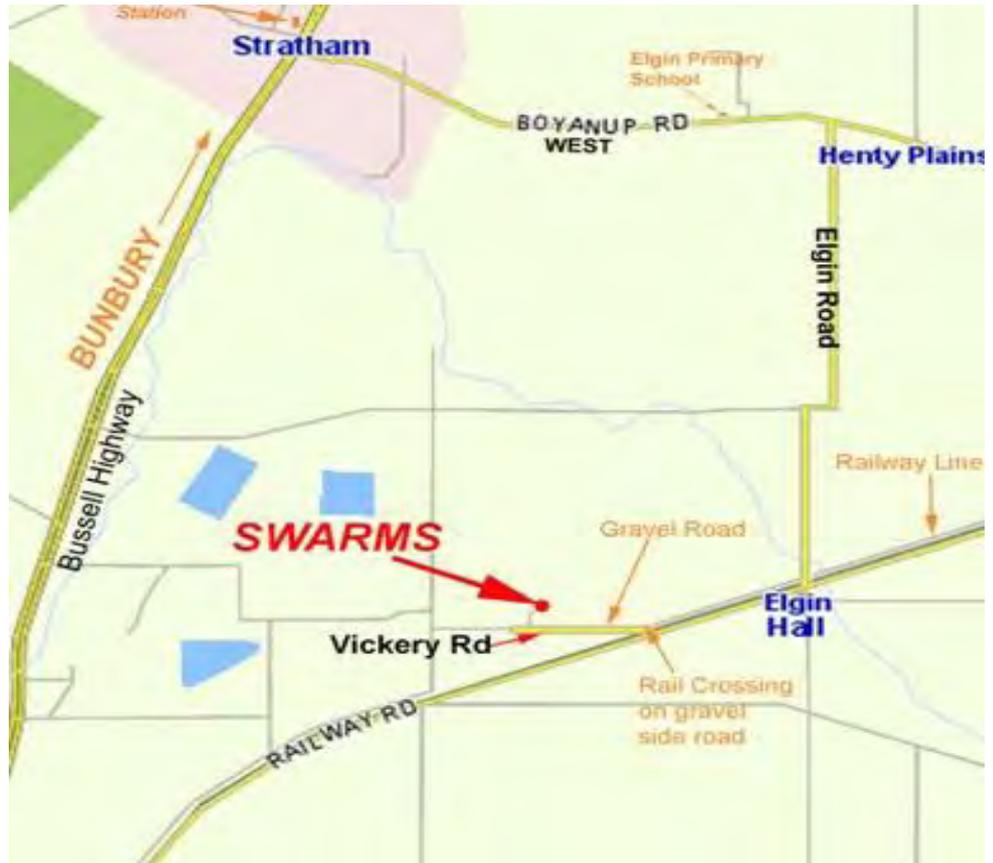
8.4 Three Year Validation Inspection

- (a) This inspection is to revalidate a permit that is more than three years old since the date of issue. A permit can be revalidated prior to the end of the three year period.
- (b) The M.A.A.A. Model Inspector shall cancel any Permit to Fly if the permit has been found to be in breach of clause 7.3.
- (c) The M.A.A.A. Model Inspector shall, after approving a three year inspection of an aircraft and obtaining the Permit to Fly form from the operator, issue a new Permit to Fly and in the case of a Giant Model other documents as required by this procedure to the owner with all appropriate details stated on the form/s and validated by signing and dating where required. The Inspector shall destroy the old Permit to Fly. The inspection documents for Giant Models shall be retained by the owner.

**IMPORTANT NOTICE
FROM OUR CHIEF
TRAINER:**

All members should take the time to practice re-trimming an out of trim model. This could catch you out. Say you have adjusted something or as with some radios with a several model memory you pick the wrong model or forget to clear all the settings when you put a new model on your radio. Off you go into the wild blue yonder then it really becomes wild and yonder as the model is not doing what it should be. **OOOPSS.**

Hard to do if you don't know where your trims are and how they work. You should be able to pick up your transmitter and find each trim with your eyes shut. Set the model up on the bench and set the trims all one way and then bring them (the control) back to neutral without looking at the radio. If you want some on hands experience I would only be too happy to put the trainer up for you on the buddy lead and put a control out, for you to trim back to neutral. Hands on in the air practice in a controlled situation. No panic no fuss (except for me). Larry Allen



Flying Field: Vickery Road, Elgin

Catering Officer: John Knowles

President: Kerry Forsyth 97217192

Newsletter Editor: Kerry Forsyth

president@swarms.org.au

editor@swarms.org.au

Secretary: Larry Allen 97252258

secretary@swarms.org.au

Webmaster: Scott Pittick

Treasurer: Roy Warren 97251126

treasurer@swarms.org.au

webmaster@swarms.org.au

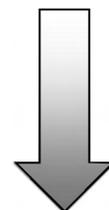
Safety Officers:

Wednesday—Dennis Green

Saturday—Kerry Forsyth

Sunday—Scott Pittick

END OF MAIN DOCUMENT: MEETING NOTES FOLLOW.



AGM MEETING PEPPERMINT HILL FIELD

17 June 2006

The meeting was opened at 9:56am.

Present: Scott Pittick, Graeme Woodcock, Bill Wade, Les Fenn, Dave Holst, Terry McNab, Selwyn Saunders, Ian Humphryson, Ken Grant, Clint Richards, Anthony Amadio, Dennis Green, Brenda Green, Ian Clapp, Brod Meredith, Kevin Jones, Sarah Jones, Danny Anspach, John Knowles, Hilton Gray, Kerry Forsyth, John Coleman.

Apologies: Nil Visitors: Kate Coleman

The Minutes from the AGM of 11th June 2006 were read and accepted.

Moved. Scott Pittick Seconded. Bill Wade

Business arising from the minutes - nil.

Larry Allen chaired the meeting and declared all positions vacant and called for nominations.

President:- Nominations, there were no nominations put forward. A volunteer was called for to fill the position of President. Kerry Forsyth volunteered for the position and all members accepted his nomination and Kerry was elected unopposed. Thanks to Kerry for taking on the job as President.

Secretary:- Nominations were called for the position of Secretary. Larry Allen was nominated by Roy Warren.
Seconded by Bill Wade Elected unanimously.

Treasurer:- Nominations were called for the position of Treasurer. Roy Warren was nominated by Bill Wade
Seconded by Graeme Woodcock Elected unanimously.

Safety Officer:- Nominations were called for. There was some discussion held that a Safety Officer was needed on each days flying and it could serve the club better if we have a Safety Officer for the main flying days Wednesday, Saturday and Sunday.

The nominations were Dennis Green - Wednesday, Kerry Forsyth - Saturday and Scott Pittick - Sunday.

All members elected unanimously.

Catering Officer:- Nominations were called for the position of Catering Officer. John Knowles was nominated and agreed to continue with the position.

News Letter Editor:- Kerry Forsyth was nominated and agreed to continue with the position.

Treasurers Report

Roy reported on the accounts to date and presented the report and summary. It was proposed that the report be accepted.

Proposed:- Kevin Jones Seconded:- Scott Pittick Carried unanimously.

Roy spoke on the Fees situation with reference to the reduction by \$30 of the AWA/MAAA component and recommended that the club fees should remain as is. After some discussion with reference to the fee structure a motion was called for to amend the fees or leave as is.

Ian Clapp proposed the SWARMS club fees left as is. The total payable. (which in effect is a raising of the SWARMS fees by \$30 when taking into account the reduction of AWA/MAAA component by \$30)

Senior	SWARMS \$145:00	AWA/MAAA \$105:00	Total \$250:00
Pensioner	SWARMS \$135:00	AWA/MAAA \$95:00	Total \$230:00
Junior	SWARMS \$35:00	AWA/MAAA \$45:00	Total \$80:00
Associate	SWARMS \$95:00	AWA/MAAA \$105:00	Total \$200:00

Seconded:- Kevin Jones

Passed Unanimously.

Ian also put forward a vote of thanks on behalf of the club to all the Office Bearers for the work they have done throughout the year.

There being no further business the AGM closed at 10:20am

Larry Allen
Secretary

JUNE MEETING PEPPERMINT HILL FIELD

17 June 2006

The meeting was opened at 10:20am.

Present: Scott Pittick, Graeme Woodcock, Bill Wade, Les Fenn, Dave Holst, Terry McNab, Selwyn Saunders, Ian Humphryson, Ken Grant, Clint Richards, Anthony Amadio, Dennis Green, Brenda Green, Ian Clapp, Brod Meredith, Kevin Jones, Sarah Jones, Danny Anspach, John Knowles, Hilton Gray, Kerry Forsyth, John Coleman.

Apologies: Nil Visitors: Kate Coleman

The Minutes from the meeting 30th May read and accepted.

Moved. Kevin Jones Seconded. John Knowles

Business arising from the minutes.

1. An update on the field purchase was given in that a valuation had been completed and forward direct to MAAA. Peter Brien had advised that a postal vote was to be taken by the member states. It was mentioned by Ian that he had not been contacted yet by AWA / MAAA. the club should follow up to the status of the situation and note that some contact with Ian should be made as it has been some time now since initial discussion had taken place.

2. Full control checks should be taken before leaving the start-up area to ensure the pilot has full and correct control of the plane before moving onto the taxi way.

3. The large model scales are now in the club equipment shed. Ian requested that if you are building a large model (over 7.00 kilograms in weight) then he would like to inspect the model a several points during construction to ensure that safe and adequate building techniques are employed. This will enable Ian to certify the model with confidence when the large model certificate is completed.

Correspondence.

In:- Letter from Kate Rutland thanking the club for the sympathy shown when Alf passed away.

Out:- Nil

Treasurer's Report.

As per the AGM report. The annual building an equipment insurance is due for renewal and seems high when compared to other clubs.

Ian Clapp proposed the committee look into obtaining a reduced policy and authorize the committee to proceed with the payment of the best deal available and or pay the current policy if a better deal could not be obtained.

Seconded:- Bill Wade Carried unanimously.

Safety.

As per above. Always operate in a safe manner.

General Business.

Fees. Roy requested that when any fees are payed by direct debit Roy is to be advised so he can write out a receipt for you. As Roy cannot tell who has payed until he gets a statement at the end of the month. No receipt no insurance. It is AWA/MAAA requirement that a receipt be written as soon as payment is made. This is for insurance requirements and your cover if there is an accident.

If you don't pay by June 30 then no fly. No pay, no insurance, no cover, no fly.

Ian Clapp proposed that SWARMS write to AWA and propose that Brian Wilkins be nominated as Large Model Inspector.

Seconded John Knowles Voted and carried unanimously.

Ian Humphryson requested that a letter be written to AWA requesting more Large Model Inspection Forms.

Blue metal or road base for the drain cross over is being donated by Hanson, Ian and Dave to liaise and set a date to pick up and deliver the gravel to site.

The cabinet was donated by Brian Wilkins and only needs glass which Ian Clapp will arrange to get.

Tile fire obtained at the best price (nil) and Les will make an adaptor for the flu. Ian recommended that fire bricks be installed in tile fire to protect the internals.

John Knowles proposed that Graeme Woodcock be given the approval to get some fire bricks for the tile fire.

Seconded Bill Wade. Voted carried unanimously.

Ken Grant advised that some Bottle Brush bushes had been purchased and planted in memory of Little Bob and Colin Earl. So give the past members a thought from time to time and water the plants when your at the field.

Ian Clapp proposed that with fee structure staying as is then policy of free coffee or tea should be re-introduced and the \$2:00 all day fee be dropped.

Seconded Selwyn Saunders. Voted Carried unanimously.

Emergency Contact numbers need to be displayed Ian to get a brochure from the Capel Shire listing the numbers.

Ian suggest that proposed a motion be proposed to spray the cape weed as a spraying contractor is in the area.

Proposed Graeme Woodcock. Seconded Brod Meredith. Voted carried unanimously.

A special thanks to Tracey for organizing and preparing the breakfast, to the helpers who cooked it and the members for attending the AGM and June meeting.

There being no further business the meeting closed at 10:50

Larry Allen
Secretary