
SWARMS *Propwash* Feb 2003

Committee members;

President: Selwyn Saunders Ph 97253215
Secretary: Brod Meredith Ph 97272305
Treasurer: Paul Dodge Ph 97252527

Safety officers: Ian Humphreyson/Dennis Green
Newsletter editor: Paul Dodge

Hi everyone - Selwyn here. You've probably all heard of the new plans for the site which were discussed at a meeting in late January. I personally think that the addition of a shed and extending the car parks and pits is a great idea and will really put us on the 'map'. At last we will be able to host the premier championships and really show everyone what we good facilities we can provide.

Every state and national event will also mean spin offs for the club in terms cash inflow which will help our finances. Our membership this year looks like getting up to between 40-50 members and its great to see the younger members joining and doing so well with the support of their parents of course.

New members of course mean more instructors to teach and we are short of people in this area. With Bruce out of action it has put a strain on the remaining guys. If you would like to be considered to be an instructor then please let the committee know. Its going to be important in the future that everyone gains their bronze wings as a basic minimum to fly solo both from a personal achievement view and a safety consideration which will help to secure our insurance in the future.

Well that its for now – take care and safe landings. Selwyn

Propwash Contributions

Please send all contributions to myself either via the caravan book or by mail to 13, Williams Way, Clifton Park WA6233 or email (preferred if you can as it saves me having to type!) at dodgev@iinet.net.au or just simply phone me on 97252527 for a chat. Please try to contribute with an article or some news – its your newsletter after all. Deadline for submissions will be the 20th of each month. I will be starting a useful hints and tips page to try and help the less experienced of us. If *anyone* has any helpful hints or tips please send them for publishing. To give you some encouragement there will be a prize of \$5 for the best tip during each edition of Propwash (don't spend it all at once!).

Note this is the last edition of Prowash to be mailed out – in order to save money Ian Humphreyson has kindly offered to photocopy the newsletter and will arrange to have it distributed by hand with spare copies being left in the caravan. I will email copies as well wherever I can. If you do require a mailed copy for whatever reason then you must reply on the form at the back of Propwash to let me know.

I would like to thank Tracey most sincerely for all her efforts in putting together the 'Propwash' each month. I just hope that I can follow in her footsteps and do as good a job (Paul).

Evening Function

It is proposed to hold an evening of drinking, eating and merriment at the BYO Capelite Café (situated on the northern end of Capel Drive) on Saturday the 22nd March 2003 at 6:30pm. The main meal which will start at 7pm sharp will be a self service buffet (with a vegetarian option as well) and dessert. Cost will be \$22/head - to be paid on the night. I will need to have confirmation of numbers by the 9th March please at the latest. You can indicate on the form at the end of the Propwash if you wish or phone/email me. The presentations for bronze/gold wings will be carried out at this function so please try to make it.
(Paul)

Flying Times

Sunday morning is the normal flying/gathering time but because our membership is now getting up into the 40's some people have been meeting on Saturday mornings as well Sundays. Plus also there is the old timer session reserved for the more mature (experienced?!) members on a Wednesday morning. As some members who meet on a Wednesday do not see anyone at the weekend and vice-versa then the 'Sunday crowd' will try very hard to keep the old timers informed by passing information onto John Knowles (that's news to me he says!) as we all know he enjoys a good chat! The Sunday slot will still be the key time at which all meetings will be held. (Brod)

Happenings.....

Bob Main has obtained his gold wings and John Knowles, Kerry Forsyth, David Shearer and Stuart Page their bronze wings. Well done to all members. Next step Bob is 'instructor' as we desperately need mode 2 instructors (anyway 'Bob the instructor' sounds better than 'Bob the Builder'!). The past month generally was littered with bad landings and crashes due mainly to the gusty, unpredictable winds but everyone took advantage of the odd calm day. Young Stuart had a couple of interesting flights – his first dead stick and then a flight with a broken prop which broke on take off due to a large down draft causing the prop to flex and the tip to break off. John lost his Jazz due to turbulence on landing. After 3 aborts John gave up and just headed for home with minor damage. As John says in this game its not a matter of if you crash but when! Les flew his ducted fan on Saturday – sounded and looked great especially when flown by someone as competent as Les. Selwyn didn't crash as usual – how does he do it?

Finally many thanks to the person filling in the activity book – keep up the good work !

Club Badge/Logo

The committee is seeking ideas about how to change the existing badge which some think is a little misleading with its reference to 'Bunbury'. Most members seem to like the graphics and it is thought at this stage to just change the word 'Bunbury' to something else like 'South West' or 'Capel' or even 'Elgin! Let the committee know your thoughts as then we can go ahead and get some badges/tee-shirts made. Just imagine walking in to the Perth model shops with an 'Elgin' logo on your tee-shirt! That should strike up a conversation! Another suggestion was 'Clappy's Paddock' but most thought that was just a load of bull...
(Paul)

Helpful Hints and Tips

Heres a few I've collected to kick off with.....

- Keep your rubber bands in a tin that has a small amount of talcum powder in it. Shake it up each time you've finished at the field and this ensures that the talc absorbs the glo-fuel and keeps the rubber good.
- Don't keep any old fuel/nitro/ether for more than a couple of years as it can break down and explode!
- A short piece of cassette tape tied to the top of your aerial makes a good indicator of the wind direction. Don't make it too long and get it caught in the propeller though (like I did!)
- Put the receiver in a rubber balloon to help keep any dirt and moisture out.
- Don't land upside down – this tends to remove the fin!

(Paul)

Items Wanted - please contact Paul Dodge on 97252527

Wanted 40/46 motor

Any 4/6 ch FM receiver (working or not)

Items for Sale - please contact Ian Clapp 0418 932 991

Hovering Cobra 40 size	\$120
Cumulus 400 electric glider / motor /servos	\$320
400 Electric trainer	\$60
Hawker Hunter electric / slope	\$20
Flying wing	\$30
½ Pylon Racer	\$50
Calibra Electric Glider / 700 motor / prop	\$300
20 size floats (Pilot)	\$50
600 size Electric Glider / motor / servos	\$300
¼ Scale Fly Baby	\$350
Pitts Special	\$280
Big Jazz suits 120 or Spark	\$300
Doubloon Scramble Model .75	\$40
Foam CO2 model	\$10
Slope soarer (small / ready to cover)	\$20
300 size Indoor electric	\$40
¼ Scale Kittyhawk kit	\$280
Airsail Tomahawk kit	\$280
Pilot Twin Ace 2x25	\$110
OS 25 FSR new	\$130
OS 46 VR-DF new	\$320
Indian Mill 1cc new	\$100
OS 120 Surpass 11 pump / pipe	\$500
Irvine 40 Diesel	\$180
Cox Conquest 15 with pipe	\$60
Cox 051 / plus spares	\$55
Speed 600	\$20
35A Soft switch new	\$55
35A Soft switch SH X	\$35
Deans plugs 400 / 600 electric	\$5 / Pkt
HT Pacer 3ch Fm TX	\$50
Ktronics Multicycler & Charging bench setup	\$75
Multiplex Combicharger	\$40
Gyro	\$30
Ajusto Gig (Wing Jig)	\$95
Plane decals sheet	\$15

Next Club Meeting

There will be a club meeting on the 9th March at 11am at the field. This is to discuss the following items but if anyone has additional items they can either forward them to Brod or raise them on the day as general business;

Agenda (so far!)

- Fix a date for the next AGM (expected to be in May)
- Discussion of budget/ fees for next year (fees to be set at next AGM)
- To discuss progress of shed and funding
- Discuss possibility of a SWARMS Internet site
- Discuss replies on club logo
- Club dinner

Some of the shed funds will have to be taken out of the term share investments we have which mature in July/August. Therefore as these will not mature then that will mean a loss of interest for this year for that particular investment.

At the meeting I can go through the budget for next year but it looks very much like the fees will have to remain at around \$200 for seniors (\$184 for pensioners) plus any insurance increase that may come about. Of course the actual fees will have to be decided by all the members at the AGM. However if anyone would like to make a part payment of their 2003/4 fees **now** rather than at the end of June then that would be much appreciated and may save having to take money out of the clubs investment accounts. I would therefore recommend that members who can afford to do so make a forward payment of \$100 as part payment for next years fees.

SWARMS Treasurer (Paul)

Shane's fly in at Buckingham, Collie

February 9th a handful of members took the journey to "Shane's Property" near Collie. Conditions varied from thunder, lightning and rain to a heat wave - 38 degrees in the shade!

The crash of all crashes was witnessed by all who attended - thankyou Roger, your crash will go down in history....

It was a great day and the hospitality was fantastic !! A big thank-you to Shane and to his family for making such a huge effort with the venue, food and drinks. With members like Shane and the support by his family you can see our club has got a great future....

I recommend this should become a regular event.

(Selwyn/Tracey)

Members Details

Here is a list of members details. In the future I would like to publish peoples address/phone numbers as well to try to improve communications – if people do not want these items published can they please indicate on the reply form.

Ian has helped me to update this list to add everyone’s flying skill level. You will see a letter after the AUS number and ‘b’ is for bronze, ‘g’ is for Gold and ‘i’ is for Instructor. If these are not correct then please discuss with Ian (*not with me please – Paul!*).

Last Name	First	MAAA No	Frequency	E-Mail
Allen	Larry	AUS27393i	?	
Anderson	Stuart	AUS49017	36.39, 36.33, 36.29	
Ballingall	Shane		36.41	
Beyboer	Carl	AUS40607	36.33, 36.56	carl@geomedia.com.au
Boyland	Antony		36.33, 36.43, 36.12	
Buckland	Dennis	AUS53944	36.43	
Campbell	Murray	AUS26575i	36.17, 36.55	
Clapp	Ian	AUS11922i	36.15, 36.41,36.49	clappian@gateway.net.au
Clapp	Jamie	AUS51619	36.49	clappian@gateway.net.au
Crotty	Doug		36.12	
Crotty	Nicholas		?	
Crotty	Brody		?	
Datodi	Ray	AUS5839i	36.37, 36.53	rdatodi@iinet.net.au
Dawson	Anthony		?	
Dawson	Jason		36.44	
Dodge	Paul	AUS60266	36.45,36.25, AM36	dodgey@iinet.net.au
Earl	Colin	AUS53905	?	
Fenn	Les	AUS1177i	36.53, AM26	fennx4@gateway.net.au
Forsyth	Kerry	VH36147b	36.55	
Grant	Ken	AUS8680b	36.45	
Green	Dennis	AUS42839b	36.41,36.47,36.54, AM28, AM32	
House	Grant	AUS54985	36.26, 36.07?	nubbly@opera.iinet.net.au
Humphreyson	Ian	AUS36356g	?	
Isbel	Clayton		36.34, AM29.985	
Knowles	John	AUS56163b	36.37, 36.16, 36.456?	
Lodge	John	AUS19576g	?	
Main	Bob	AUS22346g	36.41,36.53, 36.55	bobvfr750@bigpond.com
Meredith	Brod	AUS58753	36.16, 36.37	peta_meredith@bigpond.com
Mothersole	Richard		?	
Parker	Val	AUS49018	36.37	
Page	Stuart	AUS62324b	36.05	
Philp	Bruce	AUS51699	36.19,36.37,AM24	
Reeves	Roger	AUS56014	36.55	
Revere	Nic		36.16, 36.37	
Rowney	Bernie	AUS6388	36.05,36.47,AM12	rainbowz@bigpond.com.au
Rudd	Kevin	AUS60213	36.55	
Rutland	Alf	AUS22492b	36.41,AM29	
Saunders	Selwyn	AUS56201g	36.35, 36.00	traceyas@iinet.net.au
Shearer	David	AUS22268b	36.43	
Smargiassi	Richard	AUS45264	36.07	smudge2@bigpond.com
Targiel	Rufin	AUS56252	?	
Tomlinson	Glen		?	taff@ziplip.com
Turner	Ken	AUS11781	36.31,36.25	
Wheeler	Rodney	AUS14218	36.49, AM29.725, AM29.865	rodw@bigpond.com

ORDINARY MEETING - PEPPERMINT HILL FIELD

2 February 2003

The meeting was opened at 10.40am.

PRESENT

Ken Grant	Brod Meredith
Dennis Green	Colin Earl
Paul Dodge	Larry Allen
Ian Clapp	John Knowles
Alf Rutland	Bernie Rowney
Murray Campbell	Ian Humphreyson
Clayton Isbel	

In the absence of Selwyn Saunders the meeting elected Brod Meredith to Chair the meeting.

1. Minutes of the previous meeting were read and accepted.

Moved: Ian Clapp
Seconded: Colin Earl

2. Business Arising from the Minutes.
There was no business arising from the Minutes.

3. Correspondence

Two letters were sent to AWA regarding the:

1. Display at the Busselton Air Show;
2. Bronze wings and Gold wings.

The Committee was advised of the e-mail received from Fred Adler advising that there was no need to forward the bronze wings to AWA as it was an internal matter. Ian Clapp moved a motion that a letter be sent to AWA on this matter as there was concerns about the central registry of Bronze Wings and the inherent problems that may arise with insurance in the future. Another suggestion was that the MAAA card could be endorsed with the appropriate ratings.

Seconded: John Knowles.

Paul Dodge advised that he received e-mail from AWA regarding future funding for field acquisitions. The meeting noted the comments.

Treasurer's Report

The treasurer report was accepted.
The Treasurer advised of costs for the repair of the Deutscher mower (\$200) gang mower and that quotes were to be received for the motor bike.

5. General Business

- a) Caravan Replacement
The meeting was advised that there had been a briefing of interested members regarding the replacement and siting of the new shed the previous week.
Following general discussion on the shed, pits car parks and driveways Larry Allen moved a motion that:
- i) Site Plan and Shed be accepted;
 - ii) Secretary to reconfirm quotes (One less skylight and c-channel girts);
 - iii) Proceed with road base, slab and licences.
- Seconded: John Knowles

The motion was carried unanimously.

Ian Clapp advised that fencing would be additional to the \$5500 projected cost. A time table for the completion of the project to be drawn up once work has commenced. The meeting was further advised that the completion time for the entire project was approximately 1 year.

- b) National Titles
Ian Clapp advised that AWA was pushing for SWARMS to hold the Nats again. The meeting generally agreed that the new facilities would allow the club to hold more of the competition here and would be major source of revenue for the club.
- c) LOGO – Club Colours
This item was deferred until the next meeting.
- d) Club Dinner
The Treasurer advised that the next club dinner would be held tentatively at the Capelite Café on the 22/3/03. This is to be confirmed.
- e) Tracey Saunders
Colin Earl moved a motion to thank Tracey for work she did on editing and producing the Propwash.
Seconded: Bernie Rowney
- f) The meeting was advised that there was a fly in organised at Shane Bollinger's parent's farm in Collie on Sunday 9-2-03 and all were welcome.
- g) Bernie Rowney advised that the Carey Park Scouts would be visiting on 23 February.
- h) Paul advised that Selwyn was going to sell his photocopier and the club had to look at other means of copying Propwash. Ian Humphreyson offered to copy it free of charge.

Next Meeting: Sunday 9 March, 2003

Meeting was closed at 12.00 Noon
SWARMS Secretary (Brod)

Old Timer

On the next page is a photo of my 8 foot span free flight Falcon which has been converted to 3 channel radio control and is fitted with a PAW 35 diesel. It was purchased from a chap in Perth but I have yet to fly it. Plenty of room for the radio gear in this beauty though! I actually had one of these when I was a teenager and still have a photo of it somewhere. It was fitted with a 10cc Nordec ignition/glow engine (no silencer!) and single channel radio but I never found the courage or space to fly it! I have the plans for this and also a Smog Hog and Junior 60 vintage planes if anyone wishes to borrow them to copy.

I will try to take some shots of peoples planes over the next few weeks and printing them. If anyone has any photos to publish then please let me have them - I will return them to you. I also have been taking some aerial shots of the field with my Junior 60 which I hope will turn out (Paul).



Falcon Old Timer – 8 foot wingspan and Merco 35 diesel

Tenders Requested for Unwanted Club Items

The following items are for tender. All proceeds will go to the club so please make a bid and send your offer in a sealed envelope to Brod Meredith or drop it in the box marked 'Members Replies' in the caravan by the 15th March.

Lowest tenders may not necessarily be accepted.

(Brod)

- 3 ch club trainer plane with OS 40 motor (can be seen in the club shed)
- 3 ch club trainer plane with OS 25 motor (club shed)
- 4 ch Focus radio gear (can be seen in the small trainer)
- 3 ch Graupner trainer (donated to club – see Paul for details)
- Club computer (see Selwyn/Tracey for details)
- Club computer printer (see Selwyn/Tracey)

Busselton Airshow

This is to be held at the Busselton airport on Sunday the 2nd March starting at 9 am. It will be celebrating 100 years of flight with the day consisting of full size flying aircraft as well as models and a static display. There will also be Harley motorcycles with vintage bikes/cars plus food and refreshments. Ian Clapp is organising the model display which will have large models, scale models and jets both local and from the Perth clubs. 'Real' aircraft will include the Tiger Moth, Mustang, PC-9's, Chipmunk, and possibly Hawks. Cost of entry is \$10 adults, \$5 children and \$30 for a family.

This is a big flying event for this area so please give it your full support – bring the family for a guaranteed great day out. For further information please contact Ian Clapp.

SWARMS Internet Site

We have the opportunity of putting all of our club/site information and contacts onto a southwest tourist internet site called 'mysouthwest' which will help to advertise our club and activities. The cost for this will be about \$100 for a web page design whilst the actual computer site rental cost is free. Most

clubs have this facility so please give it your thoughts and hopefully your support at the next meeting. (Paul)

Flying Instructors

Someone asked the other day who were the official flying instructors for the club and what do you need to do to become an instructor? The answer is that to become an instructor you have to sit a theoretical exam and also do a practical test which is similar to the Gold Wings standard. We currently have 4 fully qualified instructors – Ian Clapp, Larry Alan, Les Fenn and Murray Campbell. There are also 3 people who have passed their theoretical tests but have not passed the practical test (which is similar to the Gold Wings exam) and these are Bruce Philips, Grant House and Brad Fowler. That is not to say that these and others have not been teaching newcomers how to fly (eg Bruce has been one of the hardest working instructors of late and has been doing a great job) but this is the official record according to Ian. As Brad is not regular flyers at the club these days then Ian, Larry, Bruce and Les are the only instructors that we have available every weekend. We obviously need more (especially mode 2) and if anyone is interested then please let Clappy know.

(Ian C)

Tables in the Pit Area

The tables are all now finished now and have been given a coat of Linseed oil. There is enough oil left in the shed for a second coat if someone wishes to have a go.

Site Changes

As detailed in the minutes of the last meeting the site is to undergo some significant changes soon. Already the road base has been delivered and the car park extension/shed area just needs to be levelled and compacted. When the formwork for the concrete pad for the new shed goes up then people will have to start parking on the new car park. People with large models/lots of equipment can still park at the pits to unload but then should move the vehicle away to make room for someone else. There will be some confusion during the building activities so please show patience and consideration for others.

Also people are asked to volunteer to help build the new shed which will be erected under the guidance of a professional builder (a friend of Ian H's). If you have any experience of this kind of work and wish to help please contact the committee.

(Brod)

SWARMS Agenda for 2003

9 th Feb	BBQ/Fun Fly at Shane's farm at Buckingham
22 nd Feb	Visit to club by Carey Park Scouts
2 nd March	Busselton Air Show (see write up)
9 th March	Club Meeting
22 nd March	Meal at 'Capelite' restaurant, Capel

Carey Park Scouts visit

Bernie has organised for the scouts to come and have a look and hopefully even a fly on the 22nd. I'm not sure if this newsletter will be out to you by then but if it is then please contact Bernie if you can lend a hand to show these young people the joys of flying model aircraft. We obviously need to attract young people to the hobby to keep the club going in the future. Good one Bernie!

The following two articles were received from Bob Main who as most of us know has a passion for WW1 planes (as well as home brew!) – thanks Bob.

Thomas Octave Murdoch SOPWITH

T.O.M. Sopwith was born on January 18th 1888, only eight years after Thomas Edison perfected the light bulb and three years after the first automobile appeared.

He had seven elder sisters, hence the name Octave. He did not do well at school and never went on to university or even a traditional college. Instead by 18 he had become a dare devil car and motorcycle rider and a very accomplished yachtsman. At this age he also took his first flight in a hot air balloon.

In September 1910, seven years after the Wright Brothers made their first powered controlled flight he decided to become an aviator. Purchasing an aeroplane in November he taught himself to fly in a single day. Within days of those first flights he began competing for prizes, including the Baron de Forest prize in 1910 for flying across the English Channel. He travelled all over Europe and the United States to compete in air meets establishing numerous aeronautical records. By 1912 Sopwith was regarded as one of the most experienced aviators in the world and a first class test pilot. He soon recognised the shortcomings of the planes he had bought though and set about making his own.

As a manufacturer he was way in front of the establishment due to his farsighted ability to recognise that change was inevitable and rapid, especially with the advent of WW 1.

In 1913, only three years after becoming an aviator, Sopwith gave up flying to totally dedicate himself to designing aircraft. Harry Hawker, a blacksmith's son from Victoria, became his chief test pilot. Sopwith had a flying school and taught Hawker to fly at a discounted price and recognised in him a talent and drive at an early stage. Hawker became an astonishing pilot who set numerous records only months after learning to fly.

Sopwith embraced the need for mass production. By 1914, only two years after he had created his first design, he had hatched a varied flock of aeroplanes, including a flying boat. His wild assortment of aircraft was, in fact, ideally suited to such a rapidly changing environment and at the outbreak of WW1 he was able to offer the British government several different types of very different aircraft.

Sopwith created an incredible 32 different designs during the war, or an average of one new aeroplane every seven weeks and in all he built 18,000 planes in that time. In fact the Sopwith Camel is credited with the destruction of more enemy aircraft than any other plane.

Of all British WW1 planes, the one that was remembered by ex-pilots with the most affection was the Sopwith Scout, more popularly known as the Pup. Harry Hawker chalked out the design of a 'runabout' on the workshop floor at Kingston and the Pup was born. Hawker first demonstrated it in November 1915. It was fitted with a 50 h.p. Gnome 9 cylinder rotary engine and this bested it with a top speed of 84.6 mph. The stalling speed was only 22mph! It had a span of nearly 27' and was 19' long. One was fitted with a 35hp Gnat engine and was used as a radio controlled pilot-less plane.

The Bristol M1C

The British and Colonial Aircraft Company (later The Bristol Aeroplane Company) was founded in 1910 by Sir George White (1854-1916). This Company was later very famous for such well known 'planes as the Brabazon, the Bristol Beaufighter and much later on the Concorde.

Mr Frank S Barnwell was the designer of the Bristol MC1 monoplane which was intended to counter the Fokker scourge early in the First World War. He was not a good pilot and it was not long before his company forbade him to fly any of their own aeroplanes. He was later killed near Whitchurch while test flying his own home built 'plane on August 31st, 1938 which was powered by a Scott Squirrel motorcycle engine.

The M1C, a well-designed and effective aircraft, left the factory for service trials in October 1916. It was sent to France for six weeks for these trials, time enough for word of it's prowess to spread. It had a top speed of 130m.p.h. a 17,000 ceiling height and a rate of climb of more than 1000 ft/minute. Revolutionary for its time it had a wire braced wing without external struts. It had wing cut outs to improve downward vision and was fitted with a Vickers .303 machine gun, which fired through the propeller - courtesy of the 'appropriated' use of Fokker's interrupter gear.

However despite the urgent need for aircraft in the Western Front it was another year before The War Office ordered 125 in August 1917. They were powered with the 100 h.p. Le Rhone 9J radial engine. It was however excluded from service in France due to its high landing speed of 49 M.P.H.; thought to be too fast for some small airfields there.

Less than a quarter of them were used in the Middle East but five squadrons operated it in Salonika against the Turks and the Bulgars where it acquitted itself well. It is said that it easily outperformed The Royal Aircraft Factory S.E.5A. However it was used extensively in Flying Training Stations, where due to its excellent performance senior RFC officers and instructors often used it as their favourite personal transport. In this guise it was finished in many bright and varied colour schemes.

The plane was not a commercial success due to the enshrined view of prejudiced government officials that all planes needed to have two wings from a safety point of view. However it had a performance exceeding most other biplanes of its time.

After the war one was re-engined with Bristol's own three cylinder Lucifer engine of 100hp. It then won races at Croydon but was lost in a crash a year later.

To replicate this as far as is practical my own 60" 1/6 scale model is fitted with a Saito three cylinder double overhead valve engine of some 15cc (0.90 cu in). The striking chevrons on this model were used in 72 Squadron while fighting the Turks in Mesopotamia.

Ground handling is like most WW 1 planes on a hard surface, diabolical, but reasonable on grass, where the tail-skid can effect some degree of control. *(PS Bob was only a young man of course when all this was going on.....Ed!)*

Treasurers report for Jan 2003

Receipts		Payments	
Bank Interest	0.00	Pay Govt tax (GBT)	0.00
Soft drinks takings	51.00	Food	66.30
Food takings	120.45	Soft drinks	156.88
Fees	146.75	Mower battery	75.00
		Electric fence	47.72
		Large mower repairs	244.70
		AWA fees	93.50
		Mower repairs	200.40
		Linseed Oil	27.50
		Oven	30.00
		Gate keys	13.50
		Misc	3.95
Total	318.20	Total	959.45
Bank Balance		Assets	
Statement as 31/01/03	3518.37	Equipment	23950.00
Cash/cheques on hand	62.00	Debenture stock	7000.00
Chqs not on statement	93.50		
Balance (credit)	3486.87	Total	30950.00

Form to return to Paul Dodge – SWARMS treasurer at 13, Williams Way, Clifton Park WA 6233 or drop into box in the caravan marked ‘Members Info.’

Thankyou in anticipation.

Name	
AUS No	
Frequencies used	
Award Bronze/Gold/Instructor	
Email address	
Phone No	
Mobile No	
Permission to publish address/phone numbers?	Y/N
Number of seats required for evening meal at the ‘Capelite’ restaurant on March 22 nd at 7pm. Cost is \$25/person (to be paid on the night).	
Do you still require to have ‘Propwash’ mailed out to you after this edition? If a reply is not received then a copy will not be mailed out and will have to be collected at the club caravan.	Y/N