

**Comparison of members numbers to last year**

The number of seniors and juniors are noticeably down so far this year but on a positive note there's still another 6 months to go and the club normally picks up a few members in the new year.

Type	2002/3 (final)	2003/4 (to date)
Seniors	23	18
Pensioners	11	11
Associates	3	1
Juniors	8	4
Social	1	4
<b>Total</b>	<b>46</b>	<b>38</b>

The insurance increase has had quite an effect on members numbers at our club and at a state/national level. Perhaps people are moving more to park flyers/gliders and not bothering with membership/insurance and flying at the local park (or indoors) to beat the cost. Our MAAA insurance cost (incl AWA fees) alone this year for the above members is around \$4500 already! It should also be noted that we are also now paying nearly \$700 per year for site insurance as well. I'm sure that next year will also see another increase and I'm really not sure where it will all end. Perhaps the insurance cost should vary depending what type of plane you are flying – people with powered planes pay more than people with gliders etc and then you have to specify what type of planes you will fly as part of your membership and only that type of plane will be honoured in a claim. Another alternative may be for people to arrange their own insurance as part of their home and contents insurance to protect against being sued. I personally feel that it is still a relatively cheap hobby and the cost could still increase without putting me off but I can see that it is hard for people on limited incomes to find this amount each year.

**Gas Turbine**

Larry is building the clubs first gas turbine plane. I hope to take some photos of it soon and present an article on it. The engine is a MW54 which is probably one of the best available in terms of return for your investment. The first thing that you notice is the amount of extra controls for fuel management and engine protection needed which is quite bewildering and definitely not for the faint hearted. The jet should be ready early in the new year for test flying as the engine has already been tested. Larry is also going to help me prepare an article on how to fibreglass as he has done a lot of work in this area and hopes to pass some of his knowledge on to others.

**Wanted**

Clappy wants a plan for a PZL "Ebeniza" from Model Flyer magazine (Feb 2000) if anyone has a copy.

**Joke time**

Three men died on Christmas Eve and were met by Saint Peter at the pearly gates. In honour of this holy season," Saint Peter said, "you must each possess something that symbolizes Christmas to get into heaven." The first man fumbled through his pockets and pulled out a lighter. He flicked it on and said, "It represents a candle!" "You may pass through the pearly gates," Saint Peter said. The second man reached into his pocket and pulled out a set of keys. He shook them and said, "They're bells!" Saint Peter said "you may pass through the pearly gates." The third man started searching desperately through his pockets and finally pulled out a pair of women's panties. St. Peter looked at the man with a raised eyebrow and asked, "And just what do those symbolize?" The man replied..... "They're Carols!"

<b>October treasurers report</b>		<b>Expenses</b>	
<b>Receipts</b>			
		Gov tax on bank a/c	1.70
Fees	325.00	Food	99.50
Soft Drinks	65.00	Petrol	19.00
Food	143.20	Septic	66.00
Xmas Party takings	384.00	Sundries	21.00
Old Timer admission fees	25.00	AWA fees	281.00
<b>Total</b>	<b>942.20</b>	Soft Drinks	42.07
		Plumbing	40.00
<b>Bank Balance as at 31/10/03</b>		Hardware	157.69
Bank statement	1088.58	Stamps	10.00
Cheques on hand	0.00		
Cash on hand	73.15	<b>Total</b>	<b>737.96</b>
Cheques still payable	421.50	<b>Assets</b>	
<b>Balance (credit)</b>	<b>740.23</b>	Equipment (insurance value)	29950.00
		Debenture stock	3000.00
		<b>Total</b>	<b>32950.00</b>



# The SWARMS Flyer

## November 2003

Committee members;

President: Ian Clapp Ph 97272210  
 Secretary: Brod Meredith Ph 97272305  
 Treasurer: Paul Dodge Ph 97252527  
 Safety officers; Bob Main/Dennis Green/Larry Allen  
 Canteen officer: Brenda Green  
 Newsletter/Flyer editor: Paul Dodge  
 (dodgey@iinet.net.au)

The Xmas party was held the other weekend and was a great success We made a profit of over \$350 and still have the plane raffle to go which looks like adding another \$300 plus. We enjoyed a turn out of some 40 odd people (well a few were odd...) which was a very good crowd and on a par with last year. I will save the main write up for this event for the December Propwash.

The kitchen is now producing a variety of foods – below is the proposed lunchtime menu – the charges will be presented to be ratified at the next club meeting. The new prices include a small mark-up which helps to pay the ongoing expenses of the club. The soft drinks will have to increase to include the cost of cooling but I still think you'll find its good value. Remember though that all these things only happen because of the voluntary efforts and willingness of the people involved - so please continue to support it.

Fish and Chips	\$4.00
Sausage Sizzle	\$2.50
Meat Pies	\$2.50
Chip Buttie	\$2.00
Toasted Cheese Sandwich	\$1.00
Coffee and Cake	\$1.00
Soft Drinks	\$1.50
Tea/Coffee	\$0.50

Well Ken Grant has now gone to NZ on what we hope will just be a 3 week holiday as he did buy a return ticket just in case he doesn't settle. Good luck Ken! Our thoughts also go to Ken Turner who has a serious heart problem but was well enough to come to the club at the weekend to say hello. Hope to see you back flying one day soon Ken. Selwyn came back from Tassie for a week before going back out to sail to the Antarctic. Unfortunately I missed seeing him but he will be back in a years time with lots of stories to tell I'm sure.

### Safety

Safety has been noticeably improved recently with most flyers following the safety rules very well. Returning to the pylon is one of the most important rules and very hard to remember all the time but if we keep reminding each other then we will get there and it will be worth the effort.

A report in one of the mags talked about someone starting a large motor and accidentally knocking the throttle stick forward. The plane wasn't restrained and it moved forward taking a chunk out of his thigh and severing the artery/damaging the pelvic girdle etc. The problem with all accidents involving sharp objects is the loss of blood – very hard to stop an artery from bleeding and if you can't then death can result very quickly. This chap is very lucky to be alive.

### Bronze/Gold wings

None to report this month – Shane and Brod must be ready for theirs so go on lads book a time with Larry or Clappy (if you can get him out of the clubhouse!) and as they say 'Go on - av a go yer mug' (I once read that on a truck....)

### Poor old Colin!

Colin has had a couple of prangs since he came back and vows that he *will* continue to keep everyone amused as long as possible with his daredevil flying....



This was the end of the Dazzler and shortly afterwards he lost another plane (the model name escapes me) whilst trying to fly inverted during a landing approach. After flying 'Fairey Battlers' in the war Colin still can't understand that you have to push the stick the opposite way when its coming towards you – unlike a real plane.

Bob Main is learning to fly real planes and I hope he will write an article one day on it as he sounded very interesting and quite amusing when he was telling me all about what you have to do. At one time the instructor told him to navigate without using any radio instruments (ie by just using just his compass, pencil and watch) and he dropped the pencil down behind the seat! He now has it tied around his neck on a string!