

Propwash

February 2011



From the President

The new year has brought some pretty ordinary flying conditions but never the less desperation creates opportunities.

The field purchase still edges ever closer and that should bring cause for some sort of celebration when it actually comes to fruition, so please put some thought into how we can mark the occasion as a club.

The article from the AMI magazine will be out soon " March edition" and looks fantastic so get in quick for your copy.

The IMAC event held on the weekend before the Australia Day holiday was a great success, and a lot of thanks to Scott " DLE Engines Australia" for the donation of the catering goods for the weekend.

With a special thanks to the members that prepared the meals for the event on both days.

Basic Rules to follow when flying:

- Keep your model aircraft away from populated areas and the immediate vicinity of others. (ie >30 metres)

- Do not operate within 3nm or 4.5km of an aerodrome without approval.
- Do not operate in controlled airspace above 400ft without approval.
- Do not operate in military prohibited or restricted areas without approval.
- Consider the benefits of approved flying areas.
- Do not fly in poor visibility, clouds or at night.
- For more specific details visit: casa.gov.au or your local club or association.
- ***Then Consider:***
- Speaking with an experienced flier before you fly.
- Our environment and the people around you.

From The Editor:

Christmas has come and gone and I guess those of you that were good throughout 2010 have unwrapped your presents and they are almost ready for test flying.

SAFETY !!

The majority of members use methanol in their fuel, there is some interesting MSDS reading within this edition **re:** use of **Methanol**, These pages have been extracted from a 10 page document that is available if any member would like a full copy.

The completion of this news letter is not easy when there is little or no information coming from the members. I try to fill each edition with interesting articles, however, it would make it easier if members contributed a little by giving some articles or suggestions on what they would like to see in the document.

It is your newsletter so please feel free to contribute anything that you may feel will improve it.

Remember !!

All items / photos can be Emailed to me when ever they occur so they can be included in the next edition of the newsletter

Address, ronwaller@bigpond.com

Dates to Remember

Sat April 23rd SWARMS
Sun April 24th Electric Flyin

Club Meeting:

Sunday 6th Feb was not a good day for flying with around 60/70 KLH winds buffeting the field so it presented a bit of time for Anthony and Grahame to do some maintenance work on the ride on mower under the watchful eye of several other members.

Some members braved the condition knowing a club meeting was planned for 1000 hours and Grahame thanked them for their attendance.

The good news presented was that the purchase of the field in almost complete, final invoices have been presented for the Settlement Agent to proceed with the purchase and it is anticipated to be completed within the next couple of months.

This will be a very big occasion for the club and as Grahame has stated it should be recognize with something special and he has requested suggestions from members for this when it is finally completed

A suggestion was raised that SWARMS should look at conducting an Electric Flyin to be conducted over the Easter weekend Saturday April 23rd and Sunday 24th.

Ian Clapp agreed to be the contact club member for the event so any questions comments etc should be directed to Ian, any type of electric plane, helicopter or jet is welcome to participate over the two days with a proposed BBQ to be arranged for the Saturday evening.

All the flyin's conducted at SWARMS have been very well attended and enjoyed by all who participated I would expect this one to no different, time to place these dates in your diary and to get those electrics off the shelf, or purchased and charged up in preparation for this weekend.

I was a bit bored the other night so I opened up the computer and found that Hobby King have a wide range of electric equipment available at very reasonable rates. I pushed the buy button on Pitts Special (accidentally) and now have one on it's way from the NSW store, plug-N-fly 4 aileron version so will be ready for Easter weekend now. (Hobby King will pay for this advertising.)

The strong winds have been frustrating over the past couple of weeks which has limited the flying to almost nil planes in the air, however, with global warming blamed for the change in climate we can look forward to warmer days in winter which will provide more pleasant days for flying. (I hope)

Cyclone Bianca !!

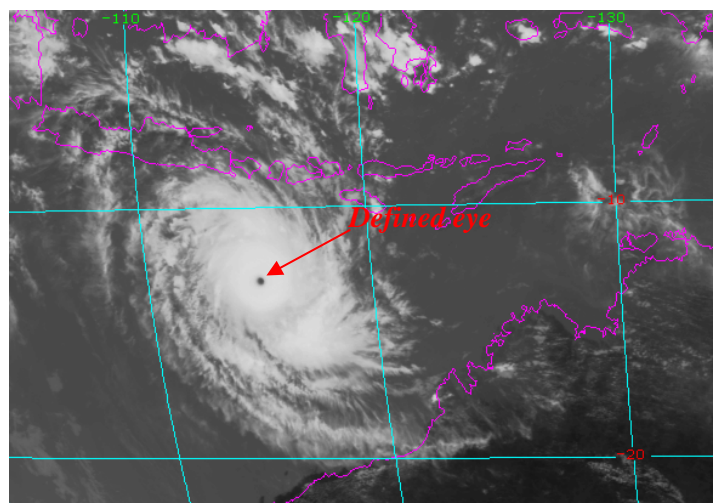
Sunday 23rd Jan was not a good day to plan a outing at the flying field, on weather predictions it was going to be a wild day out with Cyclone Bianca bearing down on our region and with a total fire ban also in place I chose to stay at home. Having had 18 years in a cyclone prone area, Karratha, it was interesting to see the response of the locals in this area as the reports were constantly updated.

The big problem with a pending emergency like this is that people become complacent, next time around they do very little in preparation because nothing really happened on this occasion. I can assure you from experience it is better to proactive in this type of emergency than it is to be reactive when they are on your doorstep. It turned out to be a pretty good day after all.

It can go from this:



To this



To this over a short period of time and it did.



Newsletter of the South West Associated Radio Modelers Society

SOUTH WEST ASSOCIATED RADIO MODEL SOCIETY (SWARMS)
Treasurers Report for the Month of January 2011

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INCOME SUMMARY

Canteen		\$88.80
Fees		\$255.00
IMAC (canteen)		\$410.85
Total		\$754.65

EXPENSE SUMMARY

Origin Gas		\$109.45
Thompson Surveying		\$1,320
Fire Trialer rego		\$57.30
Total		\$1,486.75

Cash at Bank End of January 2011 \$7,509.79

Monthly Outcome

Profit/Loss -\$732.10

Canteen Report for the Month of January 2011

INCOME

Date	Transaction	Amount
30/01/2011	Canteen takings (Dec/Jan)	\$ 185.75
30/01/2011	IMAC Takings	\$ 410.85
		\$ 596.60

INCOME SUMMARY

Float		
Income		\$ 596.60
Total credit		\$ 596.60
Payments		\$ 96.95
	Total	\$ 499.65
	less float Bankings	\$ 499.65

CASH PAYMENTS

Date	Transactions	Amount
21/01/2011	Drinks, chocs, p plates	\$42.95
29/01/2011	Drinks	\$54.00
		\$ 96.95

Yearly balance to date

Profit / loss to date \$1,101.37
 Profit / loss this month \$499.65
Balance to date \$1,601.02

Some best sellers:

- | | |
|--------------------------------------|---------------------------|
| <i>Split Personalities</i> | <i>By Jacqueline Hyde</i> |
| <i>Wearing earrings</i> | <i>By Pierce Deare</i> |
| <i>The Outboard Motor Died</i> | <i>By Rhoda Shore</i> |
| <i>Doorway To The Haunted Castle</i> | <i>By Hugo First</i> |
| <i>I Got Away With Murder</i> | <i>By Scott Free</i> |

A Smile

Smiling is infectious, you catch it like the flue.
 When someone smiled at me today, I started smiling too.
 I passed around the corner and someone saw my grin.
 When he smiled I realised that I'd passed it onto him.

 I thought about that smile, then realised it's worth.
 A single smile just like mine, could travel around the earth.
 So if you feel a smile begin, don't leave it undetected.

After a few unsuccessful attempts to set up, run the motor and range check equipment it finally happened. The "PUP" took to the skies to be test flown and certified and it looked very impressive when aloft.



Grahame standing on the runway with motor running waiting for Ian Clapp to arrive on the field prior to first official flight.



Off the ground for the first time but only for short period, motor failed and a perfect dead stick landing was executed.



This was the second take off, a strong cross wind caught the plane as it lifted off, full right ailerons here to correct and full throttle which pulled the plane up from any danger.



Flyby with a bit of height . (Little consideration for the photographer here)



Coming in on final approach for landing after a very successful test flight.



#####

Before you judge a man, walk a mile in his shoes. After that, who cares.

He's a mile away and you have got his shoes.

#####

Some of the SWARMS members who attended the recent IMAC competition, it appears to be a happy little group, however, there are not too many looking skyward . Are they interested in the flying or just waiting for the lunch to be served ??



MAAA General rules and guidelines for the operation of model aircraft: Changes !!

There have been some changes to the above guidelines some of which were discussed at the meeting last week, however, these were only touched on briefly.

It would be in the interest of members to familiarize themselves with the changes to ensure that you are complying with them when you are flying.

A copy has been attached to the notice board at the club might be a good idea to look through this whilst having a coffee to ensure that you are complying.

#####

Interesting finding !!

Did you hear about the Sultan who had a harem of twenty wives ?

He also had a male servant who was sent to fetch which ever wife the Sultan fancied at the time. The Sultan lived to the grand old age of eighty two.

The poor servant dropped dead at thirty eight.

This only proves that it is not sex that kills you, but the running after it.

Wanted:

If any member has recently changed their radio system to the 2.4ghz system and has any 36 mhz receivers laying around in their workshop for sale please let me know.

SWARMS Scale Rally goes international

Aviation Modelers Intentional magazine has portrayed our 2010 Scale Rally as a great success with a five page spread of the days activities. With this type of publicity going across the globe it could be possible for some international flyers to want to be part of the 2011 rally.

A very informative report of what happened supported by a number of photos gave a very detailed picture of the days event. It confirms just what the members indicated on the weekend it was a top flyin. This article has been circulated if you have not seen it as yet contact the committee for a copy. I would like to get a copy of the magazine if anyone knows where this could be obtained.



The IMAC competition rounds for 2011 commenced here at SWARMS field on Saturday 22nd & Sunday 23rd January.

The weather on Saturday was very hot and a bit uncomfortable for the competitors but good for the club as the sale of cool drinks exceeded all expectation. The day was completed with out incident with some very good flying techniques displayed throughout the event.

Sunday was a little more pleasant with a little over night rain settling the dust and cooling thing down the temperature had dropped considerably with an overcast sky. During the morning I noticed several pilots looking for their jackets prior to commencing their way to the flight line.

A “**Big**” thank you to the SWARMS members and wives who managed the canteen over the two days providing breakfast and lunch both days and the BBQ on the Saturday evening. Scott was the only competitor from SWARMS and came away with a third place in the Sportsman category, congratulations Scott..

The event organizer thanked SWARMS for the use of the field and for their hospitality over the weekend, all the visitor went away happy after the competition.

Some photos of the planes that competed.



When you have to choose between two evils, always choose the one you haven't tried before.

If God wanted me to touch my toes, he would have put them on my knees.

Scott's plane in the starting poles prior to commencing his flight.



A competitor standing nervously on the start line waiting for his call to fly.



The executive members conducting the official presentation of the medals and certificates for the weekend. The indications were that the competition was very close in all divisions with only a few points separating first and second.



Scott after receiving his certificate and bronze medal during the presentation ceremony for Sportsman category.



Trevor slaving over a hot BBQ providing a nice lunch for the crowd.



*I try to watch the words I say, I keep them soft and sweet.
For I never know from day to day, which ones I'll have to eat.*

*Murphy told Quin his wife was driving him to drink.
Quin thought Murphy was pretty lucky as his wife made him walk.*

Age is not important unless you are cheese or wine.

Product: Methanol P-4672-H Date: December 2009

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Praxair Technology, Inc.

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A vertical line in the left margin indicates revised or new material.

Praxair Material Safety Data Sheet

1. Chemical Product and Company Identification

Product Name: Methanol (MSDS No. P-4672-H) **Trade Names:** Methanol, UCAR™ HTF

Heat Treating Fluid

Chemical Name: Methanol **Synonyms:** Methyl alcohol, carbinol, wood spirit, wood alcohol, pyroxylic spirit

Chemical Family: Alcohol **Product Grades:** Not available.

Telephone: Emergencies: 1-800-645-4633* **Company Name:** Praxair, Inc.

CHEMTREC: 1-800-424-9300* 39 Old Ridgebury Road

Routine: 1-800-PRAXAIR Danbury, CT 06810-5113

** Call emergency numbers 24 hours a day only for spills, leaks, fire, exposure, or accidents involving this product. For routine information, contact your supplier, Praxair sales representative, or call 1-800-PRAXAIR (1-800-772-9247).*

2. Hazards Identification

EMERGENCY OVERVIEW

DANGER! Flammable liquid, poison.

May form explosive mixtures with air.

May be fatal or cause blindness if swallowed.

Harmful if inhaled or absorbed through the skin.

May cause dizziness and drowsiness.

**Self-contained breathing apparatus and protective clothing
may be required by rescue workers.**

**Under ambient conditions, this is a clear, colorless liquid with
an alcohol-like odor.**

OSHA REGULATORY STATUS: This material is considered hazardous by the OSHA Hazard Communications Standard (29 CFR 1910.1200).

POTENTIAL HEALTH EFFECTS:

Effects of a Single (Acute) Overexposure

Inhalation. Dizziness, drowsiness, and disturbances of vision; tingling, numbness, and shooting pains in the hands and forearms.

Skin Contact. Prolonged contact with the skin may cause reddening and defatting of the skin. Prolonged and wide-spread contact may result in the absorption of harmful amounts of methanol.

Swallowing. Nausea, abdominal pain, vomiting, headache, dizziness, shortness of breath, weakness, fatigue, leg cramps, restlessness, confusion, drunken behavior, visual disturbances, drowsiness, coma, and death. There may be a delay of several hours between swallowing methanol and the onset of signs and symptoms. The effects

Product: Methanol P-4672-H Date: December 2009

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observed are in part due to acidosis and partially to cerebral edema. Visual effects include blurred vision, diplopia, changes in color perception, restriction of visual fields, complete blindness. Ingestion of moderate quantities of methanol also produces metabolic acidosis. Onset of symptoms may be delayed up to 48 hours. A fatal dose for most adults is 60-200 ml. Ingestion of as little as 10 ml has caused blindness. With massive overdoses, liver, kidney and heart muscle injury have been described.

Eye Contact. Liquid may cause mild redness and swelling of the conjunctiva, with transient superficial injury of the cornea.

Effects of Repeated (Chronic) Overexposure. Long-term, repeated overexposure to methanol vapor concentrations of 3000 ppm or greater may be harmful. The cumulative effects can include nausea, vomiting, headache, ringing in the ears, insomnia, trembling, unsteady gait, vertigo, clouded and double vision. Liver and/or kidney injury may occur. Prolonged overexposure at levels of 800-1000 ppm may result in severe eye damage in some persons.

Other Effects of Overexposure. None known.

Medical Conditions Aggravated by Overexposure. By defatting skin tissues, methanol may aggravate an existing skin condition such as eczema. The potential of methanol to cause liver and kidney injury may exacerbate existing liver and/or kidney diseases.

CARCINOGENICITY: Methanol is not listed by NTP, OSHA, or IARC.

POTENTIAL ENVIRONMENTAL EFFECTS: For further information, see section 12, Ecological Information.

3. Composition/Information on Ingredients

See section 16 for important information about mixtures.

COMPONENT CAS NUMBER CONCENTRATION

Methanol 67-56-1 >99%*

*The symbol > means "greater than."

4. First Aid Measures

INHALATION: Remove to fresh air. If not breathing, artificial respiration. If breathing is difficult, qualified personnel may give oxygen. Call a physician.

SKIN CONTACT: Remove contaminated clothing and flush skin thoroughly with water.

SWALLOWING: Give two glasses of water and induce vomiting. Call a physician urgently. Administer ethanol (whiskey, brandy, etc.), 30 ml every 3 hours, until medical assistance is obtained.

EYE CONTACT: Flush eyes thoroughly with water for at least 15 minutes. Hold the eyelids open and away from the eyeballs to ensure that all surfaces are flushed thoroughly. Immediately see a physician, preferably an ophthalmologist.

NOTES TO PHYSICIAN: *The combination of visual disturbances, metabolic acidosis, and formic acid in the urine is evidence of methanol poisoning. The therapeutic intravenous administration of ethanol (10 ml per hour) allows it to be preferentially oxidized and reduces production of methanol metabolites. Acidosis must be treated by means of intravenous sodium bicarbonate, and methanol elimination may be increased by hemodialysis as indicated.*

Treatment should be based on blood methanol levels and acid-base balance. Folates may be administered to enhance the metabolism of formaldehyde. 4-Methyl pyrazole has been suggested as an antidote: because of its alcohol dehydrogenase inhibiting effects, it reduces the production of formate and the development of metabolic acidosis. However, the value of this antidote remains to be proven in humans.

Contact the Poison Control Center in your area for additional information on patient management and follow-up.

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5. Fire Fighting Measures

FLAMMABLE PROPERTIES: May form explosive mixtures with air and oxidizing agents. Heat of fire can build pressure in container and cause it to rupture.

SUITABLE EXTINGUISHING MEDIA: CO₂, dry chemical foam. Water may be ineffective. Use water spray or fog to reduce flammable vapors.

PRODUCTS OF COMBUSTION: Carbon monoxide, carbon dioxide, water.

PROTECTION OF FIREFIGHTERS: DANGER! Flammable liquid, poison. Evacuate all personnel from danger area. Immediately spray containers with water from maximum distance until cool, taking care not to extinguish flames. Remove sources of ignition if without risk. Remove all containers from the fire area if without risk; continue cooling water spray while moving cylinders. Do not extinguish any flames emitted from containers; stop flow of gas if without risk, or allow flames to burn out. Reapproach with extreme caution using self-contained breathing apparatus and protective clothing. On-site fire brigades must comply with OSHA 29 CFR 1910.156.

Specific Physical and Chemical Hazards. No part of a container should be subjected to a temperature higher than 125°F (52°C). Methanol containers are equipped with a pressure-relief device. (Exceptions may exist where authorized by DOT.) If venting or leaking methanol catches fire, do not extinguish flames. Flammable vapors may spread from leak, creating an explosive re-ignition hazard. Vapors can be ignited by pilot lights, other flames, smoking, sparks, heaters, electrical equipment, static discharge, or other ignition sources at locations distant from product handling point. Explosive atmospheres may linger. Before entering area, especially confined areas, check atmosphere with an approved explosion meter.

Protective Equipment and Precautions for Firefighters. Firefighters should wear self-contained breathing apparatus and full fire-fighting turnout gear.

6. Accidental Release Measures

STEPS TO BE TAKEN IF MATERIAL IS RELEASED OR SPILLED:

DANGER! Flammable liquid, poison.

Personal Precautions. May form explosive mixtures with air. Immediately evacuate all personnel from danger area. Use self-contained breathing apparatus and protective clothing where needed.

Remove all sources of ignition if without risk. Reduce vapors with fog or fine water spray. Shut off flow if without risk. Ventilate area or move container to a well-ventilated area. Flammable vapors may spread from spill. Before entering area, especially confined areas, check atmosphere with an appropriate device. Cover spill with an absorbent or flush with water, taking care to prevent runoff.

Environmental Precautions. Prevent waste from contaminating the surrounding environment. Keep personnel away. Discard any product, residue, disposable container, or liner in an environmentally acceptable manner, in full compliance with federal, state, and local regulations. If necessary, call your local supplier for assistance.

7. Handling and Storage

PRECAUTIONS TO BE TAKEN IN HANDLING: May form explosive mixtures with air. Keep away from heat, sparks, and open flame. Use only spark-proof tools and explosion-proof equipment. Protect containers from damage. Use a suitable hand truck or mechanical device to move containers; do not drag, roll, slide, or drop. Leak check system with soapy water; never use a flame. Open methanol valves slowly and carefully.

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PRECAUTIONS TO BE TAKEN IN STORAGE: Store and use with adequate ventilation. Separate methanol containers from oxygen, chlorine, and other oxidizers by at least 20 ft (6.1 m), or use a barricade of noncombustible material. This barricade should be at least 5 ft (1.53 m) and have a fire resistance rating of at least ½ hour. Firmly secure containers upright to keep them from falling or being knocked over. Keep valves tightly closed. Never store methanol in open containers or containers made of incompatible materials. Post "No Smoking or Open Flames" signs in storage and use areas. There must be no sources of ignition. All electrical equipment in storage areas must be explosion-proof. Storage areas must meet national electric codes for Class 1 hazardous areas. Store only where temperature will not exceed 125°F (52°C). Store full and empty containers separately. Use a first-in, first-out inventory system to prevent storing full cylinders for long periods.

RECOMMENDED PUBLICATIONS: For further information on storage, handling, and use, see NFPA 30, *Flammable and Combustible Liquids Code*, published by the National Fire Protection Association, 1 Batterymarch Park, PO Box 9101, Quincy, MA 02269-9101; 1-800-344-3555; www.nfpa.org.

8. Exposure Controls/Personal Protection

COMPONENT OSHA PEL ACGIH TLV-TWA (2009)

Methanol 200 ppm, 260 mg/m³; 200 ppm; 250 ppm, 15 min. STEL TLV-TWAs should be used as a guide in the control of health hazards and not as fine lines between safe and dangerous concentrations. IDLH = 6000 ppm

ENGINEERING CONTROLS:

Local Exhaust. Use an explosion-proof local exhaust ventilation system with sufficient air flow velocity to maintain the concentration of methanol vapors below the exposure limit in a worker's breathing zone.

Mechanical (General). Not recommended as a primary ventilation system to control worker's exposure.

Special. Use only in a closed system.

Other. None

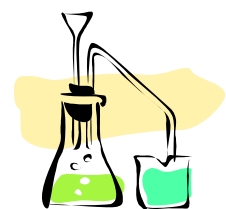
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PERSONAL PROTECTIVE EQUIPMENT:

Skin Protection. Wear work gloves for container handling; nitrile gloves where exposure to liquid may occur. Wear metatarsal shoes for cylinder handling; protective clothing where needed. Select in accordance with OSHA 29 CFR 1910.132 and 1910.133.

Eye/Face Protection. Wear safety glasses and a full face shield. Select in accordance with OSHA 29 CFR 1910.133.

Respiratory Protection. A respiratory protection program that meet OSHA 29 CFR 1910.134, ANSI Z88.2, or MSHA 30 CFR 72.710 (where applicable) requirements must be followed whenever workplace conditions warrant respirator use. Use an air-supplied or air-purifying cartridge if the action level is exceeded. Ensure that the respirator has the appropriate protection factor for the exposure level. If cartridge type respirators are used, the cartridge must be appropriate for the chemical exposure (e.g., an organic vapor cartridge). For emergencies or instances with unknown exposure levels, use a self-contained breathing apparatus.



Propeller Safety

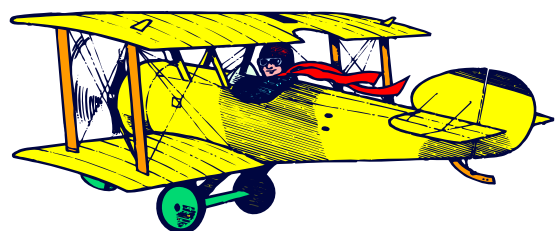
- Install the prop with the curved side of the blade facing forward and tighten the prop nut or bolt with the proper size wrench.
- Recheck the tightness of the nut or bolt often, especially on wood props which tend to compress and loosen more often.
- When starting the engine, keep spectators at least 20 feet clear of the model and out of the path of the propeller.
- Keep hands away from the prop as much as possible. Use a chicken stick or an electric starter.
- Keep face and body out of prop arc as engine is started and run.
- Make all adjustments from behind the prop except on pusher prop installations.
- Never throw anything into the prop to stop the engine. Use a kill switch or pinch off the engine's fuel supply.
- Discard any prop with nicks, scratches, splits, cracks or any other sign of damage. Never attempt to repair, alter or bend a prop.
- Don't run an engine in areas of loose gravel or sand for the prop can throw such material into your face and eyes. It's not a bad idea to wear eye protection.
- Keep loose clothing, shirt sleeves, and other such items away from the prop and avoid carrying objects that can fall into the prop such as pens, screwdrivers, etc.
- Be sure to keep the glow driver wire out of the prop path.
- If a spinner is used, be certain that it's edges are not in contact with the propeller blades.

Prop Chart For Two - Stroke Engines

Alternate Propellers	Starting Prop	Engine Size
5.25x4, 5.5x4, 6x3.5, 6x4, 7x3	6x3	.049
7x3, 7x4.5, 7x5	7x4	.09
8x5, 8x6, 9x4	8x4	.15
8x5, 8x6, 9x5	9x4	.19 - .25
9x7, 9.5x6, 10x5	9x6	.20 - .30
9x7, 10x5, 11x4	10x6	.35 - .36
9x8, 11x5	10x6	.40
10x6, 11x5, 11x6, 12x4	10x7	.45
10x8, 11x7, 12x4, 12x5	11x6	.50
11x7.5, 11x7.75, 11x8, 12x6	11x7	.60 - .61
11x8, 12x8, 13x6, 14x4	12x6	.70
12x8, 14x4, 14x5	13x6	.78 - .80
13x8, 15x6, 16x5	14x6	.90 - .91
15x8, 18x5	16x6	1.08
16x10, 18x5, 18x6	16x8	1.20
18x8, 20x6	18x6	1.50
18x10, 20x6, 20x8, 22x6	18x8	1.80
18x10, 20x6, 20x10, 22x6	20x8	2.00

Prop Chart For Four - Stroke Engines

Alternate Propellers	Starting Prop	Engine Size
9x5, 10x5	9x6	.20 - .21
10x6, 10x7, 11x4, 11x5, 11x7, 11x7.5, 12x4, 12x5	11x6	.40
10x6, 10x7, 10x8, 11x7, 11x7.5, 12x4, 12x5, 12x6	11x6	.45 - .48
11x7.5, 11x7.75, 11x8, 12x8, 13x5, 13x6, 14x5, 14x6	12x6	.60 - .65
12x8, 13x8, 14x4, 14x6	13x6	.80
13x6, 14x8, 15x6, 16x6	14x6	.90
14x8, 15x6, 15x8, 16x8, 17x6, 18x5, 18x6	16x6	1.20
15x6, 15x8, 16x8, 18x6, 18x8, 20x6	18x6	1.60
18x12, 20x8, 20x10	18x10	2.40



Catch you when we fly into the next edition in 2011 !!