



Calendar Changes

There have been some minor changes to the KAMS calendar of events so please make sure you check it thoroughly for any alterations that may effect your flying operations.

Annual General Meeting

Our AGM is coming up in June and the **All** committee and non-executive officer positions in the club are being declared vacant. Please consider nominating for the committee or a non-executive role. The club **CANNOT** function without officers to see to its day-to-day operations. Nominations must be in by May 23.

Clubman of the Year Award.

This year the committee has thrown open the nomination for "Jim Lees Memorial Clubman of the year" award to the membership. You are requested to fill out the accompanying nomination form and submit it to the committee by May 23. The member receiving the most votes at the AGM will be awarded the Clubman of the year. This award is a membership driven initiative and society members are asked to make an informed nomination based on the contribution that the nominee has made to KAMS as a whole.

Jim Lees Memorial Award

My nomination for the Clubman of the Year Award is
(Print).....

Reason(s) for nomination.....
.....
.....

Signed (nominator).....

Print.....

FROM THE PRESIDENTS FLIGHT BOX NO. 11

Facilities Upgrade The Committee will review members responses and we should be able to advise a program of development at the May General Meeting. The consultative phase has ended and we can now look forward to the development part of our program. It is possible that some work will need to wait till after winter rains.

Neighbours and Development The Committee has been made aware, through the Shire, that our neighbours on each side of Jackson Road are planning improvements to their properties. To the East an extension to the saw mill structure is proposed while to the West our neighbours plan to add fill to their paddocks in order to create a horse training facility and track. The Committee will provide a response to Council in order to protect our interests.

Neighbours Again We have a request from our neighbours between ourselves and King Road i.e. to the west of the car park. While they do not have a problem if one of our aircraft "lands" in their property they ask that the pilot enters the property to retrieve the aircraft via their front gate situated on King Road. They have specifically requested that you **DO NOT** climb over our common boundary fence to retrieve the aircraft. This request does not seem unreasonable and KAMS members are asked to comply with this request.

AGM Yes, it is that time again and the 2008 AGM will be held on Wednesday 18th June at Bullcreek. We can not operate in 2008/2009 without a Committee and members wishing to nominate should use the form printed elsewhere in Slipstream and pass same to Troy Latto.

Peter White
President

FROM THE EXECUTIVE....

KAMS April 08 General Meeting Minutes

Meeting Open: with President Peter White in the chair at 7:40pm

Attendance: 33

Apologies: C. West, T Kullack, F. Jensen, D. Trewarn, E. Gooch

Secretary's Report

Correspondence: **IN** : From AWA- Grants application info; From Water Authority – Bore License; From Aus Post – PO Box renewal; From Council re: Sawmill development on King Road; Steve Houlahan (email)re: field development; Council re: withdrawal of truck maint facility on Jackson Road.

Correspondence **OUT:** Nil

Previous Meeting Minutes: In *Slipstream*

Business Arising: Nil

It was **moved** R Duncan and **seconded** Neil Giggins That the secretaries report be accepted **carried**

Treasurer's Report

Was read in but not endorsed due to absence of Treasurer

Club Business

Membership services: Trevor Fettis and Rowdy Matthews were welcomed in to the fellowship of KAMS by President White.

Bronze Wings: Forms received from CFI for Andrew King, Steve Vicary and Shane Wheeler. Congratulations!

AWA REPORT (J Mero, K Greaves)

Nil

Field managers report

Nil

Contest reports

Flying Only Scale event – 8 Entries were received and two rounds run. CD Ken Wansborough pronounced the event as a success.

KAMS Chuck Glider and Scramble event postponed due to poor weather. AWA Chuck Glider and Scramble to be run on April 20 with BBQ after.

F3J glider run with seven entrants. 1st: Barrenger, 2nd Picken, 3rd Gleeson

Building Program

President White gave a detailed presentation on the monetary situation. Facts and figures presented identified the club's maximum borrowing capacity at \$40,000 from MAAA at discounted rates. From financial institutions at commercial rates this could be considerably less. President White detailed the committee proposition that we re-focus efforts on assembling an affordable list of essential improvements and present this to members for comment. Much debate was held on this matter with all members present having a realistic view of the matter.

It was Moved Nigel Molyneux and Seconded Phil Morton that the committee would canvas members via written proposal on what would be their list of priorities based on expenditure limitations. - Carried

General Business From the Floor

There has been a noise complaint concerning KAMS received by the council from a neighbouring property. President is handling this matter.

Jet turbine aircraft operators were requested to use the heat deflector now available in the transmitter pound.

The combat organizing group requested modifications to the calendar. It was moved Troy Latto and seconded Ian Dixon that the AWA combat event scheduled for Sunday June 15 be allowed to commence at 12pm instead of the advertised time of 1pm. It was also moved that the regular combat event scheduled for Saturday December 27 be moved to Saturday December 20 (start time unchanged). Carried with one dissenter.

Calendar 2008:

April 08

6	Sun	F/F Scramble	3 – 5pm
12	Sat	Glider	1 pm on
13	Sun	Scale All Flying	12pm on
16	Wed	General Meeting	8pm
20	Sun	AWA FF Chuck Glider	3pm on
20	Sun	AWA FF Scramble	3pm on
26	Sat	Pylon	1 pm on

May 08

4	Sun	AWA F4C Scale	12pm on
10	Sat	AWA F400 Pylon	1pm on
21	Wed	General Meeting	8pm
25	Sun	AWA Q500 Pylon	1pm on

Meeting Close: 10:53pm

KAMS Committee Meeting Minutes– May 2008

Meeting open: 7:40pm

Attendance: P White(Pres); T.Latto (sec) T.Kullack (cal/sig) I.Dixon (Safety/Slipstream); Bruce Willett (Member Services)

Apologies: Clint West (Treas)

Secretary's Report

Correspondence In: - From Council re: Equine Park Development on Lot 54 King Road; Saw milling Development on Lot 12 Bird Rd; Application for farmland rates concession; Aust Post re: PO Box receipt; President (email) noise complaint; Munns family: Re: Holding key on behalf of junior member.

Correspondence Out – Nil

Business Arising:

Equestrian Training facility – correspondence arrived after comment period had ended. Committee concerned over potential future impact of horse training facility next door to KAMS facilities. Secretary agreed to contact council to obtain special leave to comment after closing period. President agreed to approach owner of the property in question to obtain further information. All committee members agreed that we must be pro-active in this matter. Committee also gave qualified support to President to seek legal advice when/if necessary.

Treasurer Report – Treasurer was absent

Club Business

New Members:

Application received from Dean Davidson – discussed and accepted.

Bronze Wings:

Bronze wings forms for Matt Cockill, Ray McCarthy and Matthew Munns (j) received.

General Business

It was raised by Bruce Willett that the committee should be aware of the potential EEO issues when considering membership applications.

The supply of a KAMS gate key to Matthew Munns father was approved after the proper form was received.

The nomination of Ken Wansborough for life membership of the society was received and discussed. Unanimous approval was given by the committee.

Noise complaint - President is liaising with council on this issue. Discussion held on wider implications of noise in relation to KAMS operations. It was noted that aircraft have become larger and noisier over time while rural/residential development has crept closer. Committee agreed that this issue will not go away permanently and we must look to how our operations will impact on our neighbors going forward. Past records show that Ray Datodi was involved in previous noise measuring activities and Ian Dixon agreed to contact him for further information. Other avenues of assistance with council and environmental regulations were also canvassed.

Building Program:

Initial responses to the member survey were tabled by secretary. Initial responses are mainly positive. Several members have made comments on their response forms which the committee have taken on board. Bruce Willett tabled a preliminary fencing diagram for comment.

Calendar Review

May 08

4	Sun AWA F4C Scale	12pm on
10	Sat AWA F400 Pylon	1pm on
21	Wed General Meeting	8pm
25	Sun AWA Q500 Pylon	1pm on

June 08

7	Sat Glider	1pm on
15	Sun AWA RC Combat	12pm on
18	Wed ANNUAL GENERAL MEETING	
21	Sat Pylon	1pm on

Meeting Closed: 9:41pm



SCALE IS GREAT IN 08

The AWA F4C SCALE event flown on 4th May was an all KAMS show as no visitors from other clubs attended. This is not unusual and we live in the hope that pilots will build and fly scale models for competitions. In the meantime all those scale models we know are out there can be flown and shown at Rallies regularly held at various clubs.



The next scale rally is at WARMS in Henderson on Sunday 15th June from 9am. All scalies are invited even if it is only to show your latest masterpiece under construction. There is a strong contingent of scale modelers in WARMS who always turn out to this Rally, so join them and fly whatever scale model you have in your hangar.



Result of F4C Scale was as follows-

- | | |
|-------------------------------|---------------|
| 1 st Mark Crawford | Sopwith Camel |
| 2 Greg McLure | Pfalz |
| 3 Ken Wansbrough | Spitfire |
| 4 Pat Pinder | Tiger Moth |
| 5 Eric Gooch | Piper Cub |

There are a lot of ARF models the majority of which are scale or semi scale, any one of which is great to be flown in Rallies and ideal to make your start in flying at scale events.



Many pilots make the mistake of saying 'I will build a really good model and then enter scale events', whereas the best model to fly is the one you fly for fun every weekend.



When flying scale models that have retracts, flaps and other devices it is essential that the pilot has checked each device as to its position or state before take off is attempted. After 'throwing' your fun trainer in the air with enthusiasm for some time, the scale model takes more preparation time if prangs are to be avoided. For example, the wing loading is usually heavier, retracts may need air pumped in, flap position should be checked, the rudder may need setting for take off, and the undercarriage legs may need straightening to avoid jamming in the wheel wells. However, don't let this list frighten you from building a scale model as there are plenty of full size aircraft with fixed u/c and no flaps that will fly just like your trainer. One example is the Cessna 01-E Bird Dog. If you think scale, talk scale and do scale you will get with the strength and enjoy your modeling even more.

For scale info talk to Ken, Greg, Richard, Ian or Pat



Kit Review: The Walkera HM510 Helicopter

By Troy latto

As an RC aircraft pilot of many years experience, I have often viewed RC helicopters in the same way that a lot of people view performance cars: they look, sound and feel awesome but are probably too frustrating, technical and expensive to justify actually owning one. Certainly my earliest memories of RC Helicopters are dominated by the site of unstable hovering monsters guided by nervous owners that disintegrated in to whirling piles of debris at the slightest provocation.

Thankfully time and technology have progressed beyond the primitive behemoths of those times. The last five years have seen an explosion in consumer RC products. Mass production has significantly lowered costs and innovations such as brushless electric motors, Lithium Polymer cells and miniature RC have transformed the entire radio control world and brought it in to the reach of the wider community. Thankfully, one of the most direct beneficiaries of this technological explosion has been the RC Helicopter.

As a self confessed helicopter virgin, I was recently asked to assess two of the extensive range of electric helicopters from Walkera of China. Why me you ask? Well precisely because I am a chopper virgin! As the Walkera agent said as he handed me the goodies: "Troy, if you can fly one of these then anyone can!" Thanks - I think! Well after coming home with two of these lovely little monsters in my keeping it was time to see if I could live up to these lofty expectations!

The Package

Having already experienced the joys of the Walkera 5G4 Helicopter, I was itching to get my sticky mitts on the 510. I took a good look at the box before unpacking and laying out the components. What you get is a ready to fly HM510 helicopter with 7.8V 800mah lipo installed; 4 channel 36Mhz transmitter; a wall charger and basic tool kit. It differs from its 5G4 stable mate in that it lacks spare rotor blades but makes up for that with an excellent set of color printed instructions.

The Helicopter

The first thing that strikes you about this heli is its style – it got it in spades! The long, pointed nose and faux tinted cockpit window emulate the raptor style of its bigger brothers and the polished stainless steel look and machined aluminium components give it a feeling of purpose and solidity lacking in some of its contemporaries. The chassis and main body are machined aluminium with precision cut lightening holes for weight reduction and the polished boom is firmly fixed in place by a lightweight injection molded clamp. The skids have a narrower set but are far enough apart to stop the 510 from tipping except in extreme circumstances. The twin contra-rotating main rotors are mounted on a polished machined drive shaft and are controlled by a CNC machined aluminium swash plate. Both rotors are powered by a pair of 130 brushed motors and have a solid drive train and gears. Like the 5G4, the rotor blades are tough but flexible and I especially appreciated the easy access to the servos and linkages – more on that later!

Setup and first flight

I approached the 510 with more confidence than I did the 5G4 as I felt that my previous experience in the 5G4 would stand me in good stead – mistake! The 510 is a far more serious prospect and demands more respect and preparation time than its stablemate. Once the battery was charged I fired up the rotors and –boom! Over she went! Damn. Try again. Opposite aileron, bit of forward stick right rudder trim, ease up the throttle and yikes! Skittering all over the floor like a demented cockroach! After a bit of trim juggling I did manage a brief hover but something was amiss. A quick scan of the instructions yielded the solution – the swash plate was out of alignment! A bit of tweaking of the linkages got everything trimmed up nicely.

Time for some fun!

The 510 was a noticeably different machine in flight than the 5G4. It felt smoother and more precise but lacked the immediacy of contact. This may have been that the 510 uses the 36Mhz radio rather than the 2.4Ghz. I didn't realize the difference such a change could make until I was able to make a direct comparison. Once trimmed properly the 510 had little tendency to drift or yaw out of position. Transition from hover to forward flight was smooth and only a slight reduction of throttle was needed to prevent excessive climb. Once again gentle control movements were required for precision flying and I found that I was able to perform tabletop landings, pirouettes, reverse approaches, figure eights and stationary hovers without much fuss. I did have to juggle the trims a fair bit but the flight envelope was far more exciting than the 5G4 and I must say the look of the 510 in the air is simply awesome.

The learning curve..

Once again, the 510 suffered at my hands as I flew it around the workshop but I am pleased to say it appears just as robust as its stable mate. Fortunately the 510 did not suffer as much but I think that prolonged heavy treatment will have an adverse effect on its stability. It is a heavier machine than the 5G4 which means that gravity sucks a little harder and makes throttle bombing even more damaging. When it does crash or hit an object you must cut the power immediately or it will thrash about the place like a dying cod and potentially burn out the motors or strip the gears.

Can a punter teach himself?

On this front I think I would have to say not. The 510 is a little more sophisticated than the 5G4 and would be best in the hands of an experienced RC pilot rather than a newbie. The flight envelope is a little more edgy and requires more pilot attention. I am not saying it couldn't be done, just that I wouldn't recommend it.

Room to move

Once again this helicopter requires space to fly at its very best. I suspect that in the hands of a pro in an auditorium you could wring a fair bit of performance from this slick little machine. I also feel that this heli could cope with a mild zephyr and be flown successfully outdoors – you would just need to keep your wits about you and your internal anemometer tuned for gusts. A big backyard devoid of trees or a park would be just fine. Once again you would need a big office or large family room to fly indoors if you wanted to do more than just hover about.

The Verdict

I loved this little machine. I loved its styling, its engineering and its grace in the air. It has a quality of design and construction that make it instantly appealing coupled with a flight performance that is at the same time easy and exciting. The overall package is of a high quality and the 4 page A4 color manual is grammatically correct and VERY informative. If you are an executive with a bit of RC experience and want a nice sculpture on your filing cabinet to impress visitors, this machine will be just your thing. Similarly if you have access to a big undercover area and want a chopper that can really turn heads as well as some classy maneuvers you won't be disappointed.

Walkera have demonstrated a commitment to design and manufacturing excellence that embodies quality workmanship and parts/service backup previously unseen in a mass produced RC product line like these helicopters.

The Walkera 510 (right) Pictured with its stablemate the HM 5G4



An important message to the KAMS Community....

Bored? Sick of the same old stuff on the Telly? Need to take your mind off the humdrum of your daily life? Well, if you want action, laughter, excitement and the company of good people then look no further than the company of your fellow modelers at the Monthly KAMS General Meeting!!!

Its got everything: Drama, angst, humor and above all good fellowship! Come on down to the Airforce Memorial estate on Bullcreek Drive in Bullcreek on the third Wednesday of every month to experience the highs, lows and drama's of what its like to run a large, profitable and successful sporting organization.



Good food! Free Beer! Dancing Girls! Fabulous Prizes to be won!

(well not really – but they are idea's you are free to express at the meeting!!! We CAN guarantee a free cup of Coffee or Tea and maybe some biscuits...)

Just follow the map and be there at 8.00pm for the best time you can have at a constitutionally sanctioned event!!

This message brought to you by those who are working on your behalf to keep you flying at the best field in the best Aeromodeling club in Western Australia. Why not show them you appreciate it by participating in the operation of YOUR club?

Official KAMS Event Calendar 2008

January 08

1 – 3	Nationals Events	Day
16	Wed General Meeting	8pm
26	Sat Pylon	1pm on

February 08

9	Sat Glider	1pm on
20	Wed General Meeting	8pm
23	Sat Pylon	1pm on

March 08

8	Sat IMAC	1 pm on
15	Sat F3b Glider	Day
19	Wed General Meeting	8pm
22	Sat Pylon	1 pm on

April 08

6	Sun F/F Scramble	3 – 5pm
12	Sat Glider	1 pm on
13	Sun Scale All Flying	12pm on
16	Wed General Meeting	8pm
20	Sun AWA FF Chuck Glider	3pm on
20	Sun AWA FF Scramble	3pm on
26	Sat Pylon	1 pm on

May 08

4	Sun AWA F4C Scale	12pm on
10	Sat AWA F400 Pylon	1pm on
21	Wed General Meeting	8pm
25	Sun AWA Q500 Pylon	1pm on

June 08

7	Sat Glider	1pm on
15	Sun AWA Combat	12 pm on
18	Wed ANNUAL GENERAL MEETING	8pm
21	Sat Pylon	1pm on

July 08

12	Sat IMAC	1pm on
16	Wed General Meeting	8pm
20	Sun AWA O/T Std Duration	9am – 12noon

August 08

9	Sat Glider	1pm on
20	Wed General Meeting	8pm

September 08

21	Sun AWA Open duration	9am – 12pm
17	Wed General Meeting	8pm
28	Sun Jet Rally	Day

October 08

11	Sat Glider	1pm on
15	Wed General Meeting	8pm
19	Sun WARBIRDS	Day
25	Sat Pylon	1pm on

November 08

1	Sat Field Maintenance	Day
8	Sat IMAC	1pm on
16	Sun AWA Large Scale	1pm on
19	Wed General Meeting	8pm
22	Sat Pylon	1pm on
23	Sun AWA Thermal Glider	Day

December 08

7	Sun Scale rally	Day
13	Sat Glider	12pm-4pm
13	Sat Twilite BBQ/Flyin	4pm on
17	Wed General Meeting	8pm
20	Sat Combat	1pm on

Committee Meeting held on first Monday of each month.

General meetings held every third Wednesday of the month.

NOTE:

Calendar was ratified at the December General Meeting and published as final in the January Slipstream.

SIG organizers are reminded to confirm numbers prior to events and to extend the courtesy of opening the field to regular flyers if their event is not going to run.

Note 1: Static judging starts 09:00. Flying from 1pm until all contestants have completed required flying tasks.



Eric Gooch's lovely Cub – doing what it does best!

SPECIAL INTEREST GROUPS

As you may be aware, several special interest groups operate within the KAMS infrastructure. These groups cover a variety of aeromodelling disciplines and welcome enquiries from new and existing KAMS members.

Contact names:

RC Scale

Ken Wansborough

RC Pylon Racing

Matt Picken

Mark Giggins

RC Combat

Troy Latto

RC Glider

Tim Kullack

IMAC (aerobatics)

Hans Bertina

RC Old Timer and Free Flight

Ian Dixon

RC Turbine

Neil Giggins

Gary Turna

FLIGHT INSTRUCTION

If you are a new member or just need to brush up on some skills, KAMS has a group of qualified instructors that are available to assist you. Please contact your committee members to discuss your training requirements.

WEBSITE

KAMS now has a website online. Pick up the latest info as well as back issues of Slipstream from:

<http://www.kams.net.au>

GENERAL MEETINGS

KAMS General Meetings are conducted on the third Wednesday of every month at **The RAAF Association Bullcreek Drive, Bullcreek**. The meeting room is on the left under the Spitfire. Meetings start at 8pm and usually run for an hour. ***All members should aim to attend as many meetings as possible in order to have their say on matters affecting the club.***

CANTEEN:

Malcolm Retallack (Manager): 0418 943 539

Hours: 08:00 – 14:00

SLIPSTREAM DEADLINE: Wednesday prior to monthly meeting. Submissions by email in unformatted text. Pictures un-cropped.

Your Committee for 2006/2007

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KAMS Nomination for Executive Committee Member

I wish to nominate for the

(print name of person being nominated)

position ofon the Kams Executive Committee.

(President, Secretary, Treasurer, Committee member)

.....
(Signature Nominator)

.....
(Signature Seconder)

.....
(Print Name)

.....
(Print Name)

I confirm that I am willing to stand for election.

.....
(Signature of Nominee)

.....
(Print Name)

Date :

Notes re person eligible for nomination:

1. Must be a Senior Member
2. Must have been member for more that 12 months.

The nomination must be received by the Secretary not less than 28 days prior to the Annual General Meeting. (In 2008 this is the 21 May, 2008.)