



April is here and Easter has just passed. I hope you all managed to score some chocolate and took some time out to reflect on Easter and spend time with family and friends. By all accounts the club was fairly busy over the break with combat and general flying being undertaken over the four days.

There is a survey form in the Slipstream this month asking you to indicate your preference for marking the KAMS 20th anniversary at Mundijong Field. Please take the time to fill it out and return it to the committee as soon as possible. You can give to a committee member, post it to Ken or leave it in the communications box in the canteen

Its hard to believe its been nearly 12 months since Vic Longbon passed away – a loss that is still keenly felt among members. There will be a short memorial service on April 25 at KAMS at 4pm followed by the spreading of Vic's ashes across the field from his Pilatus Porter aircraft. Please make time to attend if you wish to pay your respects.

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.

Submissions

SIGS: Could you PLEASE nominate a scribe for your event and get her/him to write down the who, what, when, where, why and how of your day and send it to me. Consider it free advertising! Also, if ANYONE has an article on ANYTHING they think would interest other members SEND IT TO ME!!! The magazine will be reduced to just meeting minutes and photo's soon, which is pretty damn boring and just a bit pointless!! Submissions to: latto@jprimus.com.au. Unformatted text and un-cropped photo's are preferred.

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.

Troy Latto
Editor

2.4GHz Band – Information for prospective buyers from Roy Farren

Over recent months, there has been some discussion, at club level, about Spektrum radio control equipment operating on the 2.4GHz ultra-high frequency band and questions have been asked about the operational range of this equipment.

The first release of Spektrum's DX6 system was aimed at the model car market although the range of the equipment was adequate for use in 'park fly' type aircraft and it has been given MAAA approval for this application.

Recently, Spektrum release its DX7 system that uses a main receiver and a satellite receiver, oriented at 90 degrees to each other. The result is that potential shielding of the RF signal by solid objects in the aircraft, such as the engine, is minimized. Both receivers are very small and each requires only a short dipole aerial which, in most applications, can be accommodated inside the fuselage – no more trailing aerials for you to stand on.

The February 2007 issue of Model Airplane News carried details of a range check carried out by driving away from the Tx, in a car, and stopping every 1/10 mile to check the performance of the Rx and attached servos. The figures in brackets are the distances converted to metres:

8/10 mile slight servo flutter	(1,170 metres)
1 mile – servo flutter	(1,470 metres)

The review in the Model Airplane News also highlighted some of the really useful features of the DX7 system:

- If you happen to select the wrong model memory – nothing happens.
- When you turn on your Tx it searches for, and locks onto, a vacant 2.4GHz channel. It then searches for and locks onto, a second vacant channel. When you switch on your airborne equipment the Rxs search for the two channels being transmitted and lock onto them – each time, creating a unique link within your system.
- Fail safe is built in. If the signal is lost, the throttle goes to low and all other servos hold their last position.
- The Tx aerial is very short – no more 'aerial-through-the-propeller' syndrome.

Local model shops report that a significant number of DX7s have been sold and the feedback from owners is very positive.

Unfortunately, at the moment, DX7s appear to be hard to come by.

(Spectrum 2.4Ghz equipment is becoming popular but with all new technology there is a cost involved in the uptake – extra receivers can be almost impossible to acquire and are expensive - ed)

FROM THE EXECUTIVE....

Minutes of KAMS meeting held 21st March 2007-03-23

Meeting opened at 8.15 with 16 members present.

Apologies from Troy Latto, Ian Johnson, Peter Francis, Chris Jones, Ross Duncan.

Visitor was Angela Dickens

Minutes of last meeting taken as published in Slipstream. m Mike Madsen s Nigel Molyneux & crd

Correspondence Letters out to neighbours assuring them that steps have been taken to keep our models within our boundaries. That corr be entered into minutes m Frank Jensen s Charlie Chua & crd

Finance	Opening bal	13618.87
	Income	808.00
	Expenditure	1448.73
	Closing bal 28 Feb	12978.14
	Maxi Direct Account	\$15283.14

Report accepted mRoy Farren s Mike Madsen crd

Calendar

Apr 7	Combat	1-4
Apr 18	General meeting	8pm
Apr 21	Glider	1-4
Apr 22	Pro-am Scale	Static 9am Flying 1pm to end
Apr 29	Chuck glider event	3pm
Apr 29	Free flight Power Scramble	4-5
May 6	AWA Pylon	9-4
May 19	IMAC	1-4
May 20	AWA F4C Scale	Static 9am Flying 1pm to end

Note changes to scale times. Apr 22, m Richard Bloor s Gary Dickens that change made. Moved Ken Wansbrough s Mike Madsen that May 20 scale change be made (crd).

Wings: Bronze Wings to Mike Madsen

General Business

*New members Mike Crook, Mike Prout, Wayne Saul, and Mike Sheldon who is renewing after flying from 82 to 93 with KAMS.

* Flying over neighbours properties- no reports lately-good! Change of flight line ten degrees to south is a success and is now permanent, leave as set. Landings can be made into wind regardless of flight line. Still obey safety zone cones.

*Celebration of 20 years at field- suggestions include Dinner, River Trip BBQ at field. Committee idea of cloth patch or medallion to each member was given support, presented at frequent BBQs at field. Do you like this idea? Bill Pettigrew suggested that many events be staged during the Celebration Year.

*Facilities upgrade- Richard Bloor called for a group of members to examine requirements for the kitchen upgrade. Frank Jensen volunteered, more needed.

*Roy Farren apologised for not supplying the article on 2.4GHz as promised.

* Minutes of SIGS meeting (as in Slipstream) – The president thanked the SIG for the information in the document and the frank discussion that took place. A notice of motion was put to align our By-Laws with the legal Legislation regarding hours of noise limitation by machines. Moved Joe Luxford s that By-Law 3.6 read "Powered models including glow, petrol, diesel and turbines must not be started outside the hours of 9am to 7pm on Sundays and public holidays, and 7am to 7pm on all other days." One months notice is reqd.

*Joe Luxford asked that flying times of SIGs be placed on the agenda of next meeting, following the changes to scale events made at meeting.

*AWA meeting attended by Ken Wansbrough and Joe Luxford.

Separation of fields-motion to be put to reduce 4km distance to allow 2.4GHz only pilots to operate at 1km separation from current fields. Website says 2.4GHz allows 10pilots at each site for safety. It is possible to have many timesthis number flying at the same time.

*Large models- a revision of forms to certify models was called for. Separate forms for each class of model not numbered as at present and available from the web. This move to trigger revision at Conference.

*Notice of motion to change Sport Pylon name to Q500 and publish rules.

Meeting closed at 9.35pm.

Minutes of Committee Meeting held 2.4.07

Opened at 8pm with Neil Giggins, Ken Wansbrough, Joe Luxford & Ian Dixon.

Apologies: Peter White and Tim Kullack

Correspondence nil

Finance same figures as given at General Meeting 21.3.07

Calendar

Apr 21	Glider	1-4
Apr 22	Pro-am Scale	1pm until finished
Apr 29	Chuck Glider comp	3-4
Apr 29	Free flight Scramble	4-5
May 6	AWA Pylon	9-4
May 19	IMAC	1-4
May 20	AWA F4C Scale	Static 9am, flying 1pm until finished
Jun 20	Pylon	1-4

Wings Bronze wings to Mike Crook-congratulations

General Business

*Celebration of 20years at the field- survey to be taken of members to pick their choice from a selection of functions. See survey in this Slipstream.

*Members favoured a cloth patch or medallion be given to members at the last meeting. Ian Dixon to submit a design for members approval.

*Annual General Meeting is in June when Office Bearers are elected, and you are reminded that nominations must be sent to the Secretary 28days prior to the AGM, which is 23rdMay. Several Awards are presented at the AGM one of which is 'Clubman of the Year'. At the AGM in 2006 a motion was passed that that the members elect the Clubman Award. The Committee discussed how this could be done, however the members at the next meeting can consider an election procedure.

*Vic Longbon - Anzac Day 25th April, a Wednesday, is 12 months since Vic's passing and his widow Julie has requested that his ashes be spread over KAMS' field by a model aircraft. In the late afternoon (gather at 4pm) Vic's Pilatus Porter model will be piloted by Neil Giggins and release the ashes over the field. Relations and friends of Julie will attend and all KAMS' members are invited to attend and recognise this occasion.

Meeting closed 10pm

SATURDAY FEBRUARY 18th GLIDING CONTEST

Twelve pilots had turned out to compete with Bill Pettigrew acting as CD and Stephen Gleeson and his laptop computing all the scores. Four ten-minute flights plus a precision landing were to have been flown.

Once again we lost out to the elements for our Saturday afternoon flying competition. To say nothing of the Saturday morning even the few brave power flyers called it off early. We spent the morning dodging the showers and trying to ignore the winds before calling it a day .. Of course, later in the day the sun shone but the wind did not abate and landings would have been a problem. As the Rotto Swim was also cancelled – first time in its history –we felt we had done the right thing..

The ten- minute flights had been chosen specifically as Stephen had suggested earlier in the month a competition which would run for eight weeks or twelve rounds with all flights taking place on Saturdays for a max flight time of ten minutes per flight and only a precision landing. We were into the third week of this on-going contest, but the weather is proving somewhat finicky on Saturdays so its getting off slower than anticipated. However, as we all live in hope that the next few Saturdays we will be blessed with great weather and we can according to the rules complete more than one round per Saturday.

One of our highlights of the month though was walking out the front door and looking out towards the sea and seeing Comet McNaught hurtling towards earth on its orbit. Sadly, we're told that this comet will never be by this way again. This pic was taken by Anntti Keppainen at Scarborough Beach on Australia Day. If you look closely you will see the comet between the fireworks and the lightning. Quite a shot I think although its very difficult to see it is there just below the dark cloud in the centre!



Bill Pettigrew
Contest Director.

(Spectacular photo captured during a unique event – Comet, thunderstorm and fireworks display! AWESOME! Thanks Bill! – ed)

Held on Sunday March 11 at KAMS field the 14 pilots who competed had a great day. The weather was OK, quite windy but good lift still coming through by mid morning.



Round 1 of thermal most struggled achieving times around the six minute mark. By round 2 most were achieving the full ten minutes. Two rounds of speed were next with the majority of times between 20 and 30 seconds.



The best two times on the day were mid 15 seconds each. Only one round of distance was flown, the best being 21 laps with most between 10 and 16 laps.



Hmm.. Nice to see “ Leg Warmers” are making a comeback!

Huge thanks once again KAMS for the field and to Ross Cant , David Shue and Simon Watts for the effort they put in on the day in scoring , retrieving lines and providing timing gear.

Final Results

First	Tim Kullack
Second	Chris Barrenger
Third	Simon Watts

Tim Kullack

KAMS fly Pylon at SWARMS

SWARMS hosted a pylon competition on April 1st. Most of the regular Perth pilots took the opportunity for a night away from Perth and headed down on Saturday.



The SWARMS club turned out in numbers to support the competition and make it a very enjoyable day, even if the 15 to 20 knot wind was challenging at times. We had plenty of timekeepers and cut judges, as Joe Luxford and Troy Latto found out, with 3 and 4 cuts respectively – mostly incurred on No.2 and 3 pylons.



Not only did the Perth pilots have a serious Q500 workout, the local SWARMS pilots joined in too. Ian Clapp flew his Cheetah and David Punch his SIG Twister, which was similar in performance to a S1D Racer. Scott Pittick was going to fly his RV 4 but unfortunately broke his UC during practice. Results for the day were:

1.	Mark Giggins	357	(Viper with AX)
2.	Vince Belshaw	382	(Viper with AX)
3.	Joe Luxford	399	(Taipan with TTPRO)
4.	Troy Latto	412	(Viper with AX)
5.	Ian Clapp	448	(Cheetah with FX)
6.	David Punch	541	(Twister with Force)
7.	Keith Willett	800	(Viper with AX)
8.	Scott Pittick	800	(RV 4)

Local SWARMS members who helped with cut judging and timekeeping on the day included John Knowles, Scott Pittick, Kerry Forsythe and Sarah Jones.

The next competition is at Wanneroo on 21st April, followed by the Q500 State Titles on May 5th.

Joe luxford

April Combat Report

The Perth Kombat Klan gathered at KAMS on Saturday April 7th for an excellent day's aerial jousting. The weather was next to perfect and the mayhem only moderate on the carnage scale.



There was a good spread of representation from the main Perth combat centres of excellence. The Whiteman Park crowd have been busy in the laboratory and have created a new Bat Killing polycarbonate and blue foam model that goes like the clappers and turns very tightly. The scores showed the benefit of the extra speed as the new models dominated the scoring on the day.



There was a 10kt southerly blowing across the field., which was blowing the models a long way from the flight line, making it difficult to judge position for cutting streamers. The flight line was swung around 90 degrees for the third round so that the pilots were facing south into the wind and the models were being blown towards the pilots rather than away from them. The results were spectacular to say the least. Instead of the planes being spread out all over the place, they were concentrated in a tight furball right in front of the pilots.

There were lots of mid air collisions at first with no more streamers getting cut. Luckily the mid airs were not doing any serious damage. The benefit of flying in closer showed up in the second half of the contest when the number of cuts per round doubled.

Results for the day were:

Michael Bertrand	WAMASC	1440
Paul Murphy	WAMASC	1315
Ron Hay	Wanneroo	1210
Joe Luxford	KAMS	700
Margaret Hay	Wanneroo	620
Ian Dixon	KAMS	390
Duane Nichols	Wanneroo	40

The next event is the State Titles at Whiteman Park on Saturday June 16th. Anyone wanting to try their hand at combat or is interested in finding out more, they can call Joe Luxford on 0419 517096

Joe Luxford

A bit of news from a Grey Squadron member.

I took temporary leave of membership of KAMS back in August 05 and skipped away to the paradise Island of Seychelles, way out in the Indian Ocean, in fact 6938.85kms north west of the KAMS field.

Missing flying very much I found another who felt the same. He was flying electric helicopters and I joined in with the purchase of a little electric model. Drove myself mad but mastered the machine without too much damage.



Being on a great granite mound over 1000kms from any where there are little or no flat areas to fly fixed wing machines but I was determined to have a go.

Guess what! International airports are always large and as two of us work at the Seychelles International Airport in the aviation game we worked a deal with air traffic control to "have a test flights" when there was space available. Good surface and about 2400m long, 20m wide.

So we gave it a go.

On mobile telephone,

" Seychelles tower request take off for RC model flight, south east end of strip for approx twenty minutes"

"RC Model clear to operate at south end for up to 20minutes, advise when clear"

Try this anywhere else in the world!!!!

Because of problems importing glow fuel we decided go electric. I found another character with a 40 powered trainer that had never flown so I imported electric bits from UK and did a conversion on the it. Flies great with an AXI 2826/12 motor. On most flights we attract a few birds who practice formation flying.



We have to import everything from UK, EU or US via internet web sites. Bit of a guessing game as you have to rely on the computer and internet and not see the goods until you open the box in front of the customs. I plead to customs that it's 'Big boys Toys' and get away with not paying duty. Worst part is that it takes 6 to 8 weeks to get anything by mail.



Between us we now have about 8 models and are going to float planes and flying boats as there is lots of water around an island. Depends on the season as to where we fly. We use a flying site on a beach that has good a stretch of sand, and when the tide is out we have miles of firm sand for wheelers but can also operate on calm water there.



We also have another site on an island, owned by a members family, which has a private aerodrome that we have use of. It takes a BN2 Islander 35mins to get us there and costs around 160lbs of fuel to get there and back for six.

A few photos attached.

Dave Bryce.

Founder Member, CFI, President, PR Officer of SAMS, "Seychelles Aeronautical Model Society"

(Looks a FANTASTIC place to live and fly doesn't it? – ed)

Flying like a bird at 5,000ft, the winged wonder

By MICHAEL HANLON

Man has dreamt of flight ever since our ancestors first saw birds soaring into the sky and even after the dream was realised, first with hot-air balloons and later with heavier-than-air aeroplanes, the dream remained unfulfilled. But for one brave Swiss pioneer, a former military pilot called Yves Rossy, the dream has become reality.

Back in 2003 Rossy, now a commercial airliner captain, began his Flying Man project, when he strapped a pair of stubby wings to his back and leapt out of a plane, swooping eight miles in freefall for the loss of just 1000ft in altitude.

Strapping on the contraption, which is made of various metals, fiberglass, Kevlar and carbon fiber, Rossy climbs into the small aircraft which is to launch him into his flight. At an altitude of some 7750ft, he leaps out, just like a skydiver. But unlike a skydiver, he does not plummet to the Alps below.

There is just enough lift generated by the 10ft aerofoil strapped to his back to negate the effects of gravity. At first, after the wings are unfolded electrically, he becomes a glider then, when the four kerosene-powered engines are turned on, he becomes a jetplane.

Thanks to the engines, each of which develops 22kg of thrust, he can not only maintain altitude but actually gain height, he says, at a rate of several hundred feet a minute - until the fuel runs out six minutes later. He lands with a conventional parachute. □

"There have been no proper aerodynamic studies of how to simulate this sort of flying," he says. "All simulations involve a rigid aircraft. My wings are rigid, but of course I am not." He steers the contraption, he says, 'purely by intuition'. Like a bird, he can adjust his 'trim' with incredible precision with the flick of a foot or by simply leaning his body one way or the other. "It is like how a child would fly," he says. He says his ultimate goal is to take off and land just using his "Jetwing" without an aircraft to take him into the air.

Now he has gone one better, strapping four, small kerosene-fuelled turbojet engines (mini-versions of the engines used to power airliners designed to power model aircraft) to his wings to create what is effectively the first rocket-propelled hang-glider: the ultimate microlight, jet-powered flight at its most minimalist.

Rossy's flights have taken place from the Yverdon airfield in western Switzerland. Last week, after opening the wings, he glided to 7750ft, ignited the engines and waited 30 seconds for them to be able to stabilize and began to open the throttle.

At 5000ft, he achieved horizontal flight for more than 4 minutes at 115 mph, faster than the small aircraft which took him into the air. He steers simply by shifting the weight of his body, and lands with the aid of a parachute once the fuel is exhausted.

"It was an amazingly good feeling, like in a dream. When you are in an aircraft you have to steer by a stick. You have no contact with the elements," Rossy told the Daily Mail.

His extraordinary flight can be seen on Rossy's website, www.jet-man.com.

Like the semi-mythical flying jet-backpack (which was actually tested by the US military in the 1960s) Rossy's £150,000 flying machine, which with engines, wings and fuel weighs only 110lbs, sounds like something out of science fiction.

"It would be a great device for James Bond so he can go behind enemy lines," he says. "I want to fly, not to steer."

"Up there in my invention, I am as free as a bird."

Best not let the health and safety brigade hear about this.



(One for the Jet Pilot's among us. Isn't it amazing what some ingenious souls can achieve when they put their minds to it? – ed)

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?

KAMS Event Calendar

April 2007

18	Wed	General Meeting	8pm
21	Sat	Glider	1 – 4pm
22	Sun	Pro-Am Scale	<u>See note 1</u>
29	Sun	F/F Chuck Glider	3 – 4pm
29	Sun	F/F Scramble	4 – 5 pm

May 2007

06	Sun	Pylon – AWA	9 – 4pm
07	Mon	Committee Meeting	8pm
16	Wed	General Meeting	8pm
19	Sat	IMAC	1 – 4pm
20	Sun	F4C Scale – AWA	<u>See note 1</u>

June 2007

02	Sat	Pylon	1 – 4pm
04	Mon	Committee Meeting	8pm
16	Sat	Glider	1 – 4pm
20	Wed	KAMS AGM	8pm

July 2007

02	Mon	Committee Meeting	8pm
18	Wed	General Meeting	8pm
21	Sat	IMAC	1 – 4pm

August 2007

04	Sat	Combat	1 – 4pm
06	Mon	Committee Meeting	8pm
12	Sun	O/T Std Duration AWA	9am - noon
15	Wed	General Meeting	8pm
18	Sat	Glider	1 – 4pm

September 2007

03	Mon	Committee Meeting	8pm
15	Sat	IMAC	1 – 4pm
19	Wed	General Meeting	8pm

October 2007

06	Sat	Pylon	1 – 4pm
08	Mon	Committee Meeting	8pm
13	Sat	Glider	1 – 4pm
17	Wed	General Meeting	8pm
21	Sun	WARBIRDS	9 – 4pm
27	Sat	FIELD MAINT	Day
28	Sun	FIELD MAINT	Day

November 2007

05	Mon	Committee Meeting	8pm
11	Sun	S/off Scale – AWA	<u>See note 1</u>
17	Sat	IMAC	1 – 4 pm
18	Sun	FF Scramble – AWA	3 – 5pm
21	Wed	General Meeting	8pm
25	Sun	Thermal Glider	9 – 4pm

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

December 2007

01	Sat	Pylon	1 – 4pm
03	Mon	Committee Meeting	8pm
09	Sun	Open Scale Rally	9 – 4pm
15	Sat	Glider	1 – 4pm
15	Sat	Twilite BBQ/Flyin	4pm - on
19	Wed	General Meeting	8pm

Yaxley Aeromodeling Fleet Up for Sale!!

Yes I am selling the lot. Time to get out, this is what is up for sale:



T.O.C 1 Yak 54 87" wing span with the mvvs 58 and mvvs canister a bolly three blade woody, all the radio in it that is JR receiver 9 channel and 8411 on the elevators and one 5955 tg on the rudder plus 645 mg on each side which are hitec. This plane is add your crystal and fly and go ballistic with it **\$2000** now o.n.o.

One **transmitter 9X** like new plus a book to go with it on how to use it **\$520** now o.n.o.

Hawker Sea Fury wing span 90" engine size 45-60cc but to give it some go I would us a 80cc. Fuselage-epoxy wing-foam/wood.Design by Geoff Henning kit manufacture Ernst Eggen Modle design. plus one ZDZ 80 and JR receiver 9 channel plus 8411+4 and a battery pack and switch prop and spinner.All going for **\$1400** or split up **kit \$450 ZDZ 80 \$650 radio \$300.**

One **Lextron I-Switch** servo isolator new \$175 going for only **\$75**, three **JR Multi Boxes** new\$98 going for only **\$50** each, one **JR 6 channel receiver \$40**, one **Hitec charge-a-matic \$30.**

So come on give Kerry's Hobbies a ring on 0414461060 for a look, don't miss out.

WANTED

Mode 2 (Left hand throttle). Transmitter needs to be working. Contact: **Joe Luxford** on 0419 517096

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

Joe Luxford

RC Combat

Joe Luxford

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.org.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

President: Neil Giggins

Telephone: 08 92932735

Email: nrg7@ausconnect.net

Secretary: Ken Wansborough

Telephone: 08 9291 6327

Treasurer: Peter White

Telephone: 08 9456 4800

Email: PLEVALLEY@bigpond.com.au

Committee Member: Tim Kullack

Telephone: 08 9339 7275

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Committee Member: Joe Luxford

Telephone: 08 93163202

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Committee Member: Ian Dixon

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Slipstream Editor/Webmaster: Troy Latto

Telephone: 08 9317 3269

Email: latto@iprimus.com.au

Safety Officer: Malcolm Retallack

Telephone 0418 943 539

Grounds Manager / AWA rep : TBA

Detach this page, fill out the relevant info and return them separately or together to the committee or place in the canteen message box at the flying field.



I would like to apply to be an RC Flying Instructor. I am prepared to instruct the following flying disciplines: (please tick as many as you require).

- RC Power
- RC Glider
- RC Helicopter

Name: _____ MAAA: _____

Committee Member _____ Position _____ MAAA: _____



KAMS Merchandise Order Form

Shirt sizes are S,M,L,XL, XXL. Caps are one size fits all. State head circumference in CM for Broad brim hats

Item	Unit Price	Size	Quantity	Sub Total
Sleeveless Jackets	\$33.00			
Shirts	\$20.00			
Caps	\$10.00			
Broad brim hats.	\$10.00			
KAMS Metal badges	\$3.00			
KAMS Cloth patches	\$5.50			
Total				

Name _____ Contact : _____ Date of Order _____

K.A.M.S Free flight Chuck Glider Contest

April 29, 2007



This is an all ages event with the emphasis on **FUN!!**
Three classes will be flown:

F/F Chuck glider
F/F Catapult Glider (Age 65+)
F/F Junior Chuck Glider

All types of F/F chuck/catapult gliders are welcome.
Entry fee of \$5.00 payable on the day.

**Prizes Generously Donated by Steve Houlahan of Discount Hobbies in
Augusta Street, Willetton.**

Event starts at 3pm with registration closing at 2:30pm, to be followed by a pilot briefing. Bring your own stopwatch, pen, clipboard, timer/runner and gliders. Results announced after the F/F scramble event so why not stay for a B.Y.O dinner? BBQ facilities will be available.

Thermal Scout Kits are available from Slipstream Office or Discount Hobbies for \$10.00 including the \$5.00 Competition Entry Fee or download plans and building instructions from <http://f4bscale.worldonline.co.uk/scouts.htm>

Prior registration and kit orders via email to
latto@iprimus.com.au or 9317 3269 no later than April 25

Survey of members for choice of functions to mark

20 YEAR ANNIVERSARY OF KAMS FIELD

Dinner at restaurant

River Cruise(dining)

Tour with lunch to interesting destination (eg Swan Valley)

Dinner Dance

Pub dinner (eg Jazz night)

Araluen Gardens restaurant

Your ideas (please list below):

Mark your preference 1 to10 with 1 being first choice and bring to next meeting (18th April at 8pm), give/mail to committee member or leave in canteen communications box.