

# Slipstream

August 2006



First up, thanks to the outgoing committee for 2005/2006 and welcome to the new committee for 2006/2007! Your service to the club is much appreciated by the membership and we look forward to another year of strong leadership and prudent management from our executive.

Another milestone this month: Slipstream is now accepted electronically by the majority of members! I have only had to print and wrap 40 magazines this month out of a total of 108 members who receive it. Well done all!

## **ITS SWAPMEET TIME!!!!**

**After** the general meeting this month, there will be a swap meet held, so clean out your shed and get together all that aeromodelling stuff you no longer need. Bring it down to the RAAFA on Wednesday August 16 at 8:00pm and turn it in to cold, hard cash for that new project! You collect it, You sell it, you keep the profits! How cool is that???? There will also be the chance to pick up a bargain or four, so bring your wallet's as well!

## **More material required.**

I am in urgent need of more photo's, articles and content for the Slipstream. I would like each SIG to submit a report after each event held at KAMS so that the members can enjoy your experiences as much you did. Un-edited digital photos and unformatted text reports are preferred. I was also totally underwhelmed by applications for the position of deputy editor. I won't be doing this next year, so think about having a go. Pretty Please?

Troy Latto – Editor

## **Proposed New Concept for the Buckmaster Trophy**



In the early days of KAMS an idea was put forward for beginner pilots to fly basic aerobatics and win the right to have their names added to a trophy donated by Merv Buckmaster the Editor of Airborne magazine. The first trophies were bound volumes of Airborne mags. Later he had the large picture of the Boeing 747 made and brass plates added for each years winner. The picture hangs in the canteen at present.

The committee proposes to restart this trophy in the following way:

**Novice pilots who have their Bronze Wing are encouraged to have a go at the aerobatic schedule and be assessed by a club Instructor over a period of one month.**

The schedule has twelve maneuvers and any eight of the twelve can be flown, the more difficult score higher than the easier ones.

The pilot gets a copy of the maneuvers from the canteen and practice those selected, before asking an Instructor to assess his/her flying. The score is placed in the postbox at the canteen to be collected by the Secretary. Several attempts may be made to try to improve the score, each sheet will be kept by the Secretary. The pilot may fly at any time he/she chooses before the 30th of September, when the winner will have their name added to the trophy. Please direct any Queries to the Secretary.

## FROM THE EXECUTIVE...

### MINUTES OF KAMS GENERAL MEETING HELD 19th July 2006

Meeting opened at 8pm with 21 members present.

**Apologies:** from Ken Greaves, Margaret Pettigrew, Graham Hewitt, Troy Latto, and Ian Dixon. Minutes of meeting held 21st June accepted as published. **moved** Chris Jones **seconded** Ian Johnson. **carried**

#### **Correspondence:**

**IN** from Kalamunda Shire re Seniors Week in Oct

**OUT** to Malcolm Retallack-thanks for canteen.

**To** AWA advising of 2006/07 Committee.

**To** AWA CFI nominating Clinton West for next Instructors school.

That Correspondence be accepted **Moved** Frank Jensen **Seconded** Eric Gooch **-Carried**

#### **Finance:**

Balance b/fwd from May 31	\$15252.33
Income	18105.69
Expenditure	2373.07
Balance c/fwd in cheque Acc O" 30/6	30984.95 (less \$10000 to Bonus Saver Acc now Maxi-Direct Acc and balance is \$14823.46 Maxi Acc on 3/7)

**Wings:** Bronze Wings to Kevin Meakins, Geoff Eyers, Tony Meredith

**Calendar:** As per Slipstream

Pylon rep(Joe Luxford) requested that, because of fine weather they fly pylon from 1-5 on Saturday 22nd July, instead of the Nov date. **moved** Joe Luxford **seconded** Mark Giggins **Carried**

#### **AWA Report:**

Nationals 2008- sites needed, commitments from clubs, It was hoped that a central site with accommodation and social entertainment could be found. Another possibility was Cunderdin airfield but small accommodation and little chance of social activity.

**Proposal** from SWARMS that through AWA they get MAAA to buy their field for a Regional State Centre in the Southwest. Question to members was ' Does KAMS want an MAAA funded State Centre at SWARMS site at Capel?' **Majority vote was NO.**

#### **General Business:**

**New Members welcomed** were Matt Roso, Philip Morton, Leslie Wyee, David Scorer, Peter Mundik, Kevin Meakins, Bruce Jennings, Stefan MacDonald, Tony Meredith, James Bishop.

**Vacant Committee positions** - Nomination forms received for Safety Officer Malcolm Retallack, Committee Joe Luxford Tim Kullack. These being the only nominations were elected.

**Vic Longbon Memorial-** a Perpetual Trophy was decided upon, in the form of a copy of one of Vic's paintings-, 'be framed and winners names mounted on plates each year'. Secretary to contact Julie.

**Warbirds** to run over two days? **It was decided NO.**

**Weeds need spraying.** Quote held by Eric Gooch was accepted and work be done ASAP. **moved** Chris Jones **seconded** David Scorer **Carried**

**Suggestion** a Swap Meet be held each second club night. Agreed that one be held after August meeting on 16th.

**Suggestion** that SIGS take turns to promote their branch of hobby each second club night. Agreed that first session be on 20th Sept.

**Development of our buildings** - two architect members to draft plan.

**Clubman of the Year** has traditionally been a member other than the Committee. **moved** Eric Gooch **seconded** Chris Jones that the Award be decide by a poll of club members. **Carried**

**Meeting closed at 9.35pm**

### Minutes of KAMS Committee Meeting held 7th August 2006

**Present-** Neil Giggins, Ken Wansbrough, Peter White, Ian Dixon, Tim Kullack.

**Apologies:** Joe Luxford

#### **Correspondence IN**

from SWARMS- their submission for MAAA purchase of their field.

**OUT** to AWA- KAMS Committee

to AWA-advice of Wing holders

to AWA CFI- names for next Instructors school.

#### **Finance:**

Opening balance 1/7	30984.95
Income	11899.00
Expenditure	21846.34
Balance c/fwd 31/7	21037.61
Expenditure includes \$10000 transferred to Maxi account.	
Maxi Account now	\$14846.88

**Wings:** Gold to Roy Scott and Kevin Meakins Bronze to David Scorer, Mick Langeveld, Les Wyee

#### **Calendar:**

19/8	Gliding	1-5
2/9	Combat	1-5
16/9	IMAC	1-5
20/9	General meeting	8pm
7/10	Pylon	1-5
22/10	Warbirds	09.00 am
28-29 /10	Field Maintenance	-no flying

#### **General Business:**

**New members:** four applications

**Building planning-** Planning group has discussed several ideas, and asks for members to suggest their ideas. A plan of present facilities will be available to members for their input. This planning is a proposal that will be put to members for approval once a consensus has been reached.

**Complaint** has been received that glider pilots are still standing at edge of field in the path of power aircraft taking off. Tim Kullack to investigate.

**Instructors:** Clint West has joined the list of instructors at KAMS.

**Buckmaster Trophy-** is an aerobatic trophy for pilots who have gained their Bronze Wings. See article in Slipstream.

**Flying over neighbors-** The northerly can easily blow models off course and over the neighbors south of the field. The pilot has the controls and must keep the model inside the drain to our south. This usually entails increasing the angle of bank and more elevator added to tighten the turn and keep the model inside our boundary. Be aware of the position of your model and control its path of flight. We have permission to over-fly the paddock to the west. The Timber works to the east are tolerant of us over flying to a reasonable degree, but do not take that as open airspace. We should endeavor to fly inside our boundaries at all times.

**Meeting Closed at 9:00pm**

### AWA Standoff Scale. KAMS 7 August 2006.

A terrible weather forecast did not frighten the 5 pilots nor the officials from attending KAMS for this event.

This standoff scale event was the first time the scale society had held the static judging at 10 am, and the flying phase starting at 1pm, to allow sport flying in the morning. (a courtesy appreciated by all – ED)

The static judging went well and the smiles on the faces of the entrants broadened as the sun came out by lunch time, and the wind remained moderate.

The organization ran well, all the flying rounds were completed by 3:40pm. It was pleasing to see Steve Cunningham from Wanneroo enter his **Sorrell Hyperbole**, the other entries were KAMS regulars, who hope each year that new pilots will attempt the standoff scale event. All model finished the day in good condition with the exception of Richard Bloor's **Fokker E5** which sustained moderate damage after he struck turbulence after a maneuver.

Thank you to KAMS for making their field available. Thanks also to the static judges Pat Pinder, Neil Hewson and Mick Langeveldt. Rick Leonhardt, Pat Pinder and Mark Crawford did a great job of flying judging. Good work was done by Ed Dowling (scorer) and Ben Ogden (recorder) – Thanks guys.

#### **Results**

1 <sup>st</sup> Ken Wansborough	3766	<i>Dart Kitten</i>
2 <sup>nd</sup> Steve Cunningham	3358	<i>Sorrell Hyperbole</i>
3 <sup>rd</sup> Ian Johnson	3339	<i>P51 Mustang</i>
4 <sup>th</sup> Richard Bloor	2018	<i>Fokker EV</i>
5 <sup>th</sup> Greg Mclure	1833	<i>Westland Whirlwind (elec)</i>

**Ken Wansborough - CD**

*There are some pictures of the standoff scale event coming and I will print them next month. Meanwhile here are some other examples of the aircraft that were flown...*



**Dart Kitten...**



**Sorrell Hiperbipe..** [www.marksorrellco.com/](http://www.marksorrellco.com/)



**P51 Mustang**



**Fokker EV...**



**Westland Whirlwind**

## World F3B Championships, Prague, Czechoslovakia 2006



It's now about 28 hours since Dave won the F3J World Champs and it still seems slightly surreal. It was fantastic feeling yesterday and will provide lasting memories as I'm sure the guys from 2 years ago have.

It happened a bit like this in cool and windy conditions with 100% \cloud cover and about 16-18C.

**Rd.1** of fly offs; From memory nearly everyone flew out the time with strong lift encountered by most about 2 minutes into the flight. Karl Hinsch beat Dave by 0.7 seconds. A great start.

**Rd.2;** The lift had softened dramatically in this round, but Dave engaged weak lift and climbed out in it and ventured a long way down wind in the same thermal. This placed him higher and downwind of a number of other pilots some of whom we used as markers (mainly for the sink that a lot hit). By moving around the sky away from sink and through some buoyant air, Dave was the only person to fly out the slot which gave him a cushion of over 100 pts on everyone else.

**Rd. 3;** A long launch gave good height and the ability to cover most other pilots. Most pilots encountered good lift early in the flight and were able to fly out the slot. Dave came in 2 seconds early to be safe and got a 2 meter landing. It meant the loss of a few points but he had a nice buffer to play with and we took the conservative approach.

**Rd.4;** This was definitely the flight of the contest with Dave getting a bit isolated between 2 groups that contacted lift. The first 7-8 minutes were spent working very soft air downwind but with no height gain. With about 7 minutes to go Dave was probably 400-500 meters downwind and no higher than 75-100 feet. He then proceeded to point the Pike Perfect into the wind back towards us and set out in a very gentle search pattern no more than 30-40 meters wide measured cross wind.

Twice Dave encountered weak air and took a few turns in it but again with no height gain. The drama was added to by the fact that Dave spent most of the 7 minutes over a very thick corn crop that had claimed a few lost models over the previous 10 days. If Dave were to outland in the crop not only would it force a relaunch it would probably have lead to the loss of the Perfect and the loss of the WC. Late in the flight we finally had a model upwind of us that engaged lift and Dave started to work that when Dave and the Italian had a midair at about 30-40 feet. The Perfect had a big chunk out of the middle of the RH tip panel and this panel had separated from the centre section by about 25mm and was cocked up at a slight angle because the joiner box at the end of the centre section was damaged.

Dave did a long wide landing approach with moderate control of the model and then came in to land inside 1 meter of the spot. We were then pressured by the officials to make a decision on whether we wanted to claim a re-flight. As soon as Carl landed, Woodsy came over and we started doing the mental arithmetic to see if Dave had enough points with his 13.52 flight and 1 meter landing to win and thus not need the re-flight. After quite a bit of heated discussion in Slovak and English we got clear of the officials, did the sums and were confident that Dave had won. (The officials refused to tell us any Rd. 4 scores to help with the decision). With some confidence we decided that Dave had done enough to win the WC and that proved to be the case with his 40 odd point win.

This 4th flight was absolutely fantastic and to end with such drama just added to the tension.

About 4 hours later Dave was presented with that big and heavy trophy for the second time and it was a very proud moment for all of Australia.

I feel privileged to have been part of a great team of guys who got 2 Aussies into the fly offs and came away with the World Championship again.

Mike O'Reilly  
Prague

*(reprinted from yahoo user groups forum. Submitted by Margaret Pettigrew)*

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### **Websites that may interest you..**

[http://www.oldbeacon.com/plans/plans/cleveland\\_mode%20ls.htm](http://www.oldbeacon.com/plans/plans/cleveland_mode%20ls.htm)

**A great site that has PLANS of lots of old and new scale models. Check it out..**

## Construction Article: The Luxford Aircraft Stand



Of the many innovations that Joe Luxford has been responsible for over the years, the water-pipe aircraft stand would have to be one of the most widely used and admired. Constructed from 35mm water pipe and associated fittings, the whole thing is light, portable and highly stable. It clamps in to a standard portable workbench and provides a back saving platform for all types of aircraft.

Joe designed the aircraft stand primarily for combat and pylon models but I have used mine for conventional sport aircraft of the popular .46 sized variety. However there is nothing to stop the more innovative modeler from expanding its capabilities to bigger aircraft if needed.

**The bits & pieces:** Gathering the components to complete your stand is by far the hardest bit of the entire process! Standing eye-to-eye with the pimply youth behind the counter at a popular plumbing supply chain explaining that you want to build a model aircraft stand and would he PLEASE STOP LAUGHING AND GET THE DAMN FITTINGS BEFORE I STICK THIS PENCIL UP YOUR NOSE is the most stressful part. So it makes sense to go with a list of the required bits and thus avoid an assault charge:

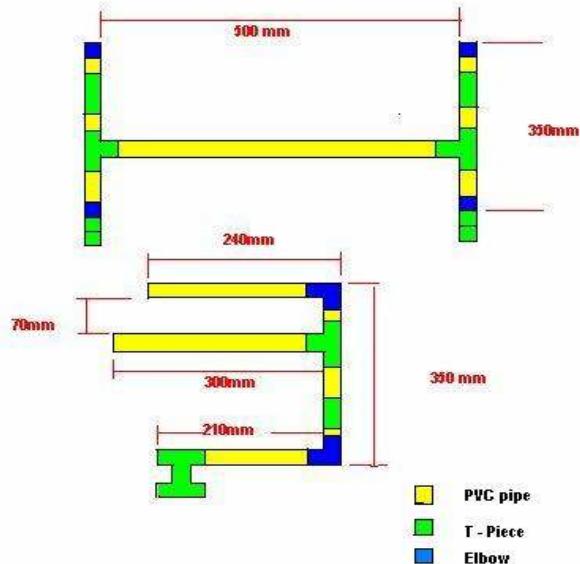
Note: All inside diameters are 35mm:

4 x elbows  
8 x T-Pieces  
1 x Length of 35mm water pipe – about 2M should do the job.  
2 x Joiners (in case you need to join pipe)  
1 x 100ml pot of PVC glue.  
1 x Length of tubular foam lagging (INDAFLEX)  
Half a dozen cable ties  
Tools: A square, a ruler/tape measure and a felt tip marker. A hacksaw to cut the pipe would also be useful.

Contrary to popular advertising, a certain large hardware warehouse chain DO NOT have everything you need and you will need to go to a plumbing supplies store to source the required fittings I got mine from Reece. The glue did come from the afore mentioned hardware warehouse chain store as the pimply youth at Reece sold me the wrong glue but that's what I get for assuming others know better...

All lengths described in the following article are SUGGESTED and not necessarily accurate. Check carefully before gluing. Some knowledge of construction is assumed..

## The Plan...



Main Dimensions: 500mm long x 350mm high. The top wing holder is 240mm, the lower wing holder is 300mm and the base is 210mm. There is approx 70mm between the wing holders but this decreases to about 50mm when you put the foam tube over them.

### Construction Method:

I suggest you make up each side first.. Cut the top wing holder to length then fit it to an elbow. Next cut a 50mm length of pipe and insert it in to one of an elbow. Cut another 50mm piece of pipe for the lower wing holder and insert it in to the T section of a T-Piece. Now slide one end of the T-piece you just fitted the lower wing holder to on to the piece of pipe sticking out of the elbow. The lower Wing holder should be PARRALLEL with the upper wing holder. Next cut a 100mm length of pipe and slide it in to the bottom end of the T-piece. Find another T-Piece and slide it on to the 100 mm length. This next T-piece is for the crossbar and should be at 90 degrees to the wing holders. Cut another 50mm piece of pipe and slide it in to the bottom of this t-piece them slide an elbow over it. This elbow should have its outlet facing in the same direction as the wing holders. Cut 120mm of pipe and slide it in to the elbow. Get two t-pieces and join them at the T section with a piece of 40mm pipe to form an H. Now slide one side of the H on to the pipe coming out of the elbow. Congratulations! You have just made the first side! Now make a second side using the same methodology – just make sure you make a left and right hand side!! Finally, cut the main crossbeam pipe to about 500mm long and join the sides together. Check that its all square and correct, then disassemble and glue with the PVC cement. Glue the sides together first and let them set BEFORE gluing the crossbeam. When the glue has dried, slide the foam tube over each wing holder and cut to size with a knife. Secure foam with cable ties and its done!

**Safety Tips:** Do NOT run your engine up in the stand unless there is a heavy weight on the bottom shelf of the work bench OR you have it securely fastened to the ground. Make sure your stand is SECURELY clamped to the workbench before use. Keep tools and fingers away from propellers at all times.

Enjoy your Luxford Aircraft Stand! – *Troy Latto - 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 Calendar for 2006.

### August

6 Sun SCALE (s/off) **STATE** 1 – 5pm  
 7 Mon Committee Meeting 8pm  
 16 Wed **General Meeting** **8pm**  
 19 Sat GLIDER 1 – 5pm

### September

2 Sat IMAC 1 – 5pm  
 4 Mon Committee Meeting 8pm  
 16 Sat COMBAT 1 – 5pm  
 20 Wed **General Meeting** **8pm**

### October

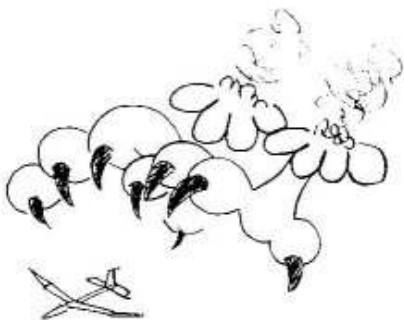
2 Mon Committee Meeting 8pm  
 7 Sat PYLON 1 – 5pm  
 18 Wed **General Meeting** **8pm**  
 21 Sat GLIDER 1 – 5pm  
 22 Sun **WARBIRDS** day  
 27 Fri **FIELD MAINT** day  
 28 Sat **FIELD MAINT** day  
 29 Sun **FIELD MAINT** day

### November

4 Sat PYLON 1 – 5pm  
 6 Mon Committee Meeting 8pm  
 15 Wed **General Meeting** **8pm**  
 12 Sun FF SCRAMBLE 4 – 5pm  
 18 Sat IMAC 1 – 5pm  
 26 Sun GLIDER, STATE day

### December

3 Sun SCALE RALLY day  
 4 Mon Committee Meeting 8pm  
 9 Sat GLIDER 1 – 5pm  
 16 Sat COMBAT 1 – 5pm  
 17 Sun Twilite BBQ and fly-in 4pm



THE GLIDER PILOTS NIGHTMARE

## Trading Post..

One Thunder Tiger Pro-25 motor NEVER USED \$120.00.

**Phone: Chris Jones 9354 4213 evenings or 0413 707 040 anytime.**

ET Racing **Dago Red** kit. \$200.

**Contact: Garry Turna 9405 2069 Or Mobile 0407 423 553**

## KAMS Merchandise – Price list and ordering info

Sleeveless Jackets	\$33.00
Polo Shirts	\$20.00
Caps	\$10.00
Broad brim hats	\$10.00
KAMS Metal badges	\$3.00
KAMS Cloth patches	\$5.50

Delivery will be made at the field when received from the supplier. Delivery time will vary depending on availability of items, sizes etc.

Payment strictly cash on delivery. Time Payment, Credit Card or Lay-by service is not available.

Please print and fill out an order form and return it to the committee so your order can be filled as quickly as possible.

## KAMS Fee Structure for 2006/2007

Membership Type	KAMS	AWA/MAAA	TOTAL
SENIOR	\$180	\$135	<b>\$315</b>
STUDENT	\$90	\$135	<b>\$225</b>
JUNIOR	\$65	\$60	<b>\$125</b>
PENSIONER	\$100	\$125	<b>\$225</b>
ASSOCIATE	\$65	-	<b>\$65</b>
REMOTE	\$90	\$135	<b>\$225</b>

Members must fill out information card and hand fees to the Treasurer PERSONALLY at the field or monthly meetings. Bank deposit facility is NOT available until further notice

## **GROUND'S MANAGER/AWA Rep REQUIRED!!**

Eric Gooch has stepped down from the above listed roles leaving a vacancy (s) to fill. As **grounds manager** you will co-ordinate the maintenance of the flying surface and facilities, reporting to the committee and membership on a monthly basis. No prior experience is necessary – on the job training provided. Position would ideally suit one of our Grey Squadron members. **AWA rep** would represent KAMS interests at monthly AWA meetings. Apply to: **NEIL GIGGINS or see any committee member.**

## 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

### Your Committee for 2006/2007

**President:** Neil Giggins

Telephone: 08 92932735

Email: [nrg7@ausconnect.net](mailto:nrg7@ausconnect.net)

**Secretary:** Ken Wansborough

Telephone: 08 9291 6327

Email: N/A (YET!!)

**Treasurer:** Peter White

Telephone: 08 9456 4800

Email: [PLEVALLEY@bigpond.com.au](mailto:PLEVALLEY@bigpond.com.au)

**Safety Officer:** Ian Dixon

Telephone: 08 94382934

Email: [i.dixon@colonialsg.com.au](mailto:i.dixon@colonialsg.com.au)

## 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 On whatever days he feels like Working. Other times by appointment.

**SLIPSTREAM DEADLINE:** Wednesday prior to monthly meeting. Submissions by email in unformatted text.

**Committee Member:** Tim Kullack

Telephone: 08 9339 7275

Email: [timk@perthrecruit.com.au](mailto:timk@perthrecruit.com.au)

**Committee Member:** Joe Luxford

Telephone: 08 93163202

Email: [jluxford@luxford.com.au](mailto:jluxford@luxford.com.au)

**Slipstream Editor/Webmaster:** Troy Latto

Telephone: 08 9317 3269

Email: [latto@iprimus.com.au](mailto:latto@iprimus.com.au)

**Grounds Manager:** TBA

Telephone

Email:

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
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 \_\_\_\_\_