



Well, summer and the silly season is upon us. Lots of BBQ's, catching up and socializing to indulge in. With the advent of daylight saving we now have an extra hour or so per day to maybe do some twilight flying! Imagine: finish work at 4:30pm, zip down to the field by 5:00pm and fly until 8:00pm! Hmmm...sounds good to me! Better than going home to watch the dire offerings on telly anyway. If you are going to indulge in some late flying during the summer months make sure that you don't fly beyond your visual powers and that you keep the field secure when you leave.

Speaking of the field, it looks fantastic thanks to the efforts of our ground staff and volunteers who participated in the field maintenance weekend. The hay has been harvested and bailed as well so there won't be any mucking about in the long grass looking for models that land short.

#### Submissions

I have been reduced to begging for articles for the magazine – a situation I find both demeaning and frustrating. I know there are lots of things going on in the club – the calendar tells me so – but nobody seems to want to let anyone else know what happened. SIGS: Could you PLEASE nominate a scribe for your event and get her/him to write down the 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 which is pretty damn boring and just a bit pointless!!

#### Membership Administration

Several of you have been contacted recently about inaccurate details on your membership cards. These details included invalid email addresses, mailing info etc. If you have changed your email address, mailing address, have moved or changed anything else on your records please let Peter White or myself know so we can keep everything up to date. Similarly if you know anyone that has not received their Slipstream can you get them to contact myself or a committee member to get the situation rectified.

#### Editor's job – still up for grabs!

As I have said in the past I do not intend to edit the Slipstream next year. The magazine will need to be published regardless of who does it (its constitutional) and it is my preference to have a handover period so that there are no surprises for the new incumbent.

Troy Latto

#### Presidents Report November/December 2005.

Mid way through our financial year already and the Christmas Festive Season is upon us, the time passes so quickly. Does this mean we're having fun?

KAMS as a club is certainly in a positive frame of mind this year, steps we've taken to achieve quorums at meetings and the overall positive approaches made to several issues have engendered a very enlightened membership who are benefiting from the overall "atmosphere" that prevails at the field these days.

After the Field verti-mowing and sanding the take off and landing area is as smooth as a ..... and looks an absolute picture. Great work by all those who attended the "Busy Bee" and did that little bit extra. Ditches at the East/West end of the take-off and landing area are to be filled in and leveled within the next few weeks.

Membership has continued to increase steadily and along with this has our financial position which is all very positive for the club.

Development plans for the upgrade of our facilities are progressing very well at this stage, and hopefully at the next meeting some fixed design parameters can be agreed to allow the next steps to be taken with this major project. It was pleasing to see some ideas flowing in from the membership survey to guide the committee on establishing priorities. A special thank you at this time must go out to Richard Bloor and Pat Pinder for their invaluable professional expertise and guidance they are offering to the club with this project.

Many successful flying events were run at KAMS this past year and thanks to Joe Luxford's planning next year's Contest Calendar will guarantee an equal level of activity on our wonderful patch of green flying field. Don't forget the Calendar is to be voted on at next meeting (*see page 7 – ed*)

With the Festive Season approaching, we are looking forward to seeing you at the Twilight B-B-Q Fly-In on Saturday evening the 16th December.

On behalf of the Committee, I wish to extend best wishes to all KAMS members and their families.

**HAVE A VERY MERRY CHRISTMAS  
AND A HAPPY NEW YEAR**

Neil Giggins  
President.  
11760

## FROM THE EXECUTIVE....

### MINUTES OF KAMS GENERAL MEETING HELD 15th NOVEMBER 2006

Opened at 8.14 with The President in the chair and 16 members present:

Apologies from Graham Hewitt, Rick Leonhardt, Mike Crack, Mark Giggins.

**Visitors:** Warren Ramsay

**Minutes** of last meeting taken as published. *Moved* Chris Jones *seconded* Frank Jensen **CARRIED**.

**Correspondence:** IN. Serpentine/Jarrahdale Shire inviting us to attend in community consultation session, to validate the outcomes of research undertaken by the Shire. That Correspondence be entered in the minutes, *moved* Eric Gooch *seconded*. Ross Duncan **CARRIED**.

#### **Finance:**

Opening balance Chq A/c	\$18677.88
Income	3171.40
Expenses	2479.12
Closing balance @31st Oct	\$19370.16
Maxi Direct A/c	\$15034.76

*Moved* Peter Francis that report be accepted and *seconded*. Frank Jensen-**CARRIED**.

#### **Calendar:**

18/11	IMAC	1-5
26/11	AWA Gliding event	9 am
3/12	Open Scale Rally	9 am
4/12	Committee meeting	
9/12	Gliding	1-5
16/12	Combat	1-4
16/12	Christmas B_BBQ	4pm on
20/12	KAMS meeting	8pm

End of 2006 Calendar. 2007 Calendar to be approved tonight. (see proposed calendar on page 8)

#### **General Business:**

\*New member Phil Trueman, Les Murphy, Jason Murphy. These members are in fact renewing members as they were all onetime KAMS members.

\* Overrun areas each side of field. Supplies to fill 2x25m drain with blue metal, pipe and cover sand needed. *Moved* Chris Jones, *seconded* Peter Francis that supplies be purchased - **CARRIED**

\* Facilities upgrade- Five areas of improvement were offered to members for prioritizing of importance to guide the designers. The result was :-

- 1 Improve kitchen
- 2 Increase pits covered area
- 3 Safety fence to flying area for Separation fence for public/models
- 5 Upgrade shelter shed.

\*BBQ - reported to be in dirty state and in urgent need of clean. It was suggested we hire a steam cleaner and do every two months.

Meeting closed at 9.10 . Next meeting is on 20th Dec at 8pm

### MINUTES OF KAMS COMMITTEE MEETING HELD 4th Dec 2006

Opened at 7.40 with President Neil Giggins, Ken Wansborough, Peter White, Joe Luxford, Ian Dixon, Tim Kullack present.

**Correspondence:** nil

#### **Finance:**

Opening balance	\$19370.16
Income	\$1445.91
Expenses	\$2147.82
Closing Balance	\$18668.25
Maxi Direct Account	\$15034.76

Account for field upgrade to be paid and is approx \$5025. Membership now 130.

**Wings:** nil

#### **Calendar:**

9/12	Gliding	1-5
16/12	Combat	1-5
16/12	Christmas BBQ	4pm on

#### **General Business:**

Stakes for starting large Scale Aerobatics models to be removed after use. They get in way of mowing and taxiing models.

A draft plan of facilities upgrade was shown. The plan takes into account the five priorities that members voted on at the November meeting. At the December meeting the preliminary plan will be on show and the designers will describe its features. Members urged to attend to hear the latest progress of the planning.



## Maximizing Your Launch Potential by Joe Wurts

There are a few items that make for a good launch. We can break it down into three different areas, which I cover here. The first is the aircraft set-up, which includes the launch pre-sets, mixes used during the launch, and the tow hook location. The second is the actual launch up to the zoom segment. This includes pre-tensioning, the throw, and the climb while on the line. The third is the zoom itself, which encompasses the dive to capture the line tension built-up during the climb, the pullout, and the free climb to convert kinetic energy (speed) into altitude.

For the aircraft set-up that I use for launch, I have full-span camber (ailerons and flaps down equally) of about 20-25 degrees, along with the maximum aileron-rudder mix allowable. Also with this is the maximum safe up-elevator pre-set that I can get away with, which is dependent on the tow hook position. A more forward tow hook position needs more up-pre-set than an aft one. The tow hook should be very near the CG, or more accurately, 10-15 degrees forward of the aircraft neutral point for the technically inclined. This is an aggressive set-up which should be used by advanced fliers only (sometimes this is aft of the CG being used!). For newer fliers or those wanting a more docile but lower launch, place the tow hook 10-15 degrees ahead of the CG. The idea is to get the maximum useable CI (lift) out of the wing during the launch.

To develop the up elevator preset, I do a series of launches, each having a little more up preset, until the plane becomes unstable on tow, then back off just a little from this. What I look for is an airplane that goes up the line pulling strongly hands-off. The method used for optimizing the actual launch depends on several variables, wind speed, type of line, and whether there is a retriever hooked up. For all cases a good strong throw is very important. How much line tension you build up before the throw should be dependent on the amount of wind at the time. In general, have more tension for less wind. If there is no wind or a tailwind (Visalia comes to mind...), throw strongly with as much tension as you feel comfortable with. During the initial climb portion try to keep as much line tension as the model can stand in no-wind situations. Conversely, if you are launching into a good breeze, let the wind do the work and use only a moderate tension during the climb (line on the drum = altitude that you don't get).

As you get to the upper part of the launch, build up as much tension as you feel comfortable with (you and the model both!) in preparation for the zoom. The optimum zoom point will vary with the wind speed. In no-wind situations, the best zoom point is almost over the turnaround, but in moderate to strong winds you want to start your zoom much earlier. In anything over about 12mph of headwind, you want to start your zoom at about 60 degrees up from the turnaround for best results, which is surprisingly early. The amount of dive should be quite short, and most people dive for too long. Along with this, the dive should be fairly steep as you are trying to get the energy out of the line as quickly as possible (drag is high at high speeds). After this quick dive you want to pull out smartly to quickly convert speed into altitude. The optimum pull-out will be at the CI for L/D max, which turns out to be a rather abrupt maneuver. The best climb is rather steep, 60 degrees or more.

Give this a try. You will be pleased with the results!

*(Thanks Tim Kullack for forwarding the article)*

## Some Pics from the Archive o' Nigel..



The awesome Electric Lanc..just needs a sound synthesiser to emulate the growl of four angry Merlins!



Mark prepares the Antoinette for a cross-channel flight..



Turbine Proctology exam..

## Subjects for Scale.. Druine D5 Turbi.

Recently I had the great pleasure to read the autobiography of Alan Mitchell, local inventor and aviator. Alan trained as a mechanical fitter in his native Sunshine, Victoria, before joining the RAAF during WWII as a ground engineer. While with 85 squadron based at Dunreath (now Perth International) he serviced Boomerangs, Buffalo's and Spitfires. He was also detached to a flight at Potshot (Exmouth) where he lived among the sand dunes and serviced a large range of aircraft. While serving at air bases across the country he learned to fly (unofficially) in Avro Tutors and Wirraways before being demobbed and settling permanently in WA.

His professional life was spent at UWA medical school designing and constructing lab equipment for lecturers and students. He also invented several unique tools, the most successful being a metal nibbler that fits on to an electric drill or jigsaw for cutting sheet metal.

When the opportunity presented itself to purchase a 60% complete Druine D5 Turbi from the infant S.A.B.C, Alan grabbed it with both hands and proceeded to complete the construction of the aircraft in a purpose built extension at his Woodlands home. He completed the aircraft in less than 3 years and did the test flying program himself.

The faithful old Turbi has taken Alan and an assortment of flying companions to all parts of the state, including several trips across the country to fly-ins and rally's. Along the way the Turbi has suffered a couple of serious mishaps, including one pilot-less takeoff when the throttle was bumped open accidentally on startup! On each occasion Alan has rebuilt the aircraft in less time than it takes most of us to build a model! Incredible!

In his later years (he is nearly 90) Alan has busied himself with Inventions, patents and travel. He still flies the Turbi (mostly with another pilot) and maintains a hangar and membership at Serpentine with the SABC.

### Turbi History (Text and pics from [SABC website](#))

Roger Druine was a young French aero modeller in the 1950s. He made increasingly big models, until somebody said predictably 'Why don't you build one big enough to fly yourself?' So he did. That was the [D.31 Turbulent](#) (a derivative of the original D.3), a very light, open-cockpit, single seater, usually powered by a Volkswagen engine of from 1200 to 1600 cc. It has wonderfully responsive controls, but is regrettably not aerobatic.

Hundreds of homebuilt [Turbulents](#) were constructed in France, Germany, Britain, Canada, Australia and the USA, but an English firm, Rollasons, built a couple of dozen production examples, including three of a certified version (D.31A) with a strengthened wing spar which permitted limited aerobatics, but unfortunately the authorities required modifications to the flying controls which spoiled their lightness. Rollason Turbulents could have cockpit canopies, skis for winter flying, and enclosed cowlings. That renowned British flying club, the Tiger Club, has had a display team of Turbulents for over thirty years (longer than the Red Arrows) which still flies today. Their forte is tied-together formation flying.

Roger Druine subsequently designed a two-seat version, the D.5 **Turbi**, using Beaussier or Walter Mikron inverted in-line engines. Alan Mitchell's is unusual in having a de Havilland Gipsy Minor engine. (small Gipsy)

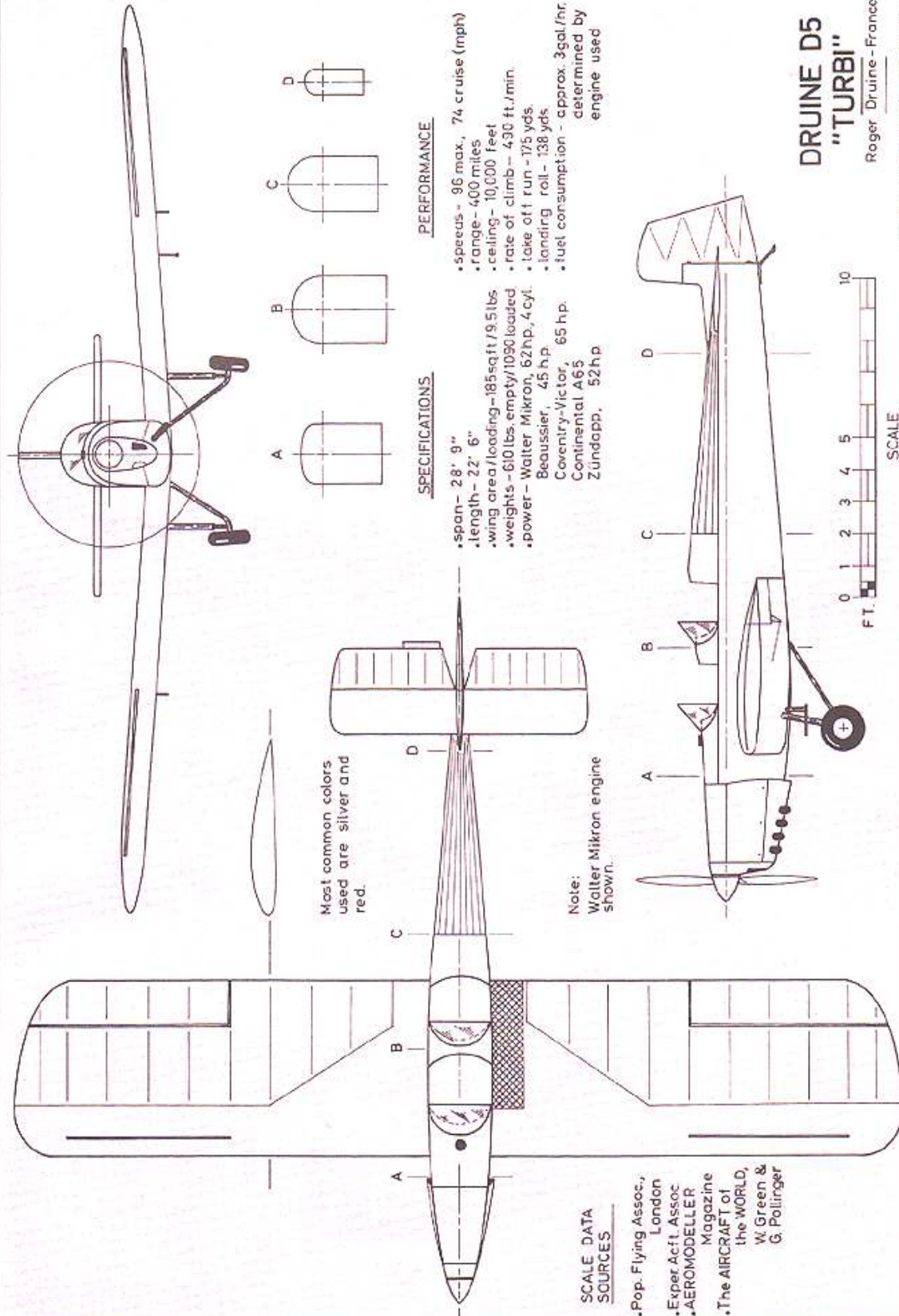
## *Alan Mitchell's Druine Turbi..*



For anyone with a hankering toward F4C or standoff scale, the Turbi would be a great subject. Its construction mirrors model principles and design, the wing uses a Clark Y type section and is constant chord with no taper. The fuselage is standard box construction. I have done some preliminary calcs that show a quarter scale Turbi having a wingspan of just over 2M, which, I think, is not too excessive (Ken Wansborough or one of the scale society lads could give a better idea on that than me!)

Alan's book is called "The Flying Inventor" and is available direct from him or from local bookstores.

**Troy Latto**



Most common colors used are silver and red.

Note: Walter Mikron engine shown.

SPECIFICATIONS

- span - 28" 9"
- length - 22" 6"
- wing area/loading - 185sqft / 9.5lbs
- weights - 610 lbs. empty / 1090 loaded
- power - Walter Mikron, 62hp, 4 cyl.
- Beaussier, 45 hp
- Coventry-Victor, 65 hp
- Continental A65
- Zundapp, 52hp

PERFORMANCE

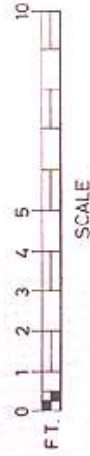
- speeds - 96 max., 74 cruise (mph)
- range - 400 miles
- ceiling - 10,000 feet
- rate of climb - 430 ft./min.
- take off run - 175 yds.
- landing roll - 138 yds.
- fuel consumption - approx. 3gal/hr.
- determined by engine used

SCALE DATA SOURCES

- Pop. Flying Assoc., London
- Exper. Acft. Assoc.
- AEROMODELLER Magazine of the WORLD, W. Green & G. Pollinger

**DRUINE D5  
"TURBI"**

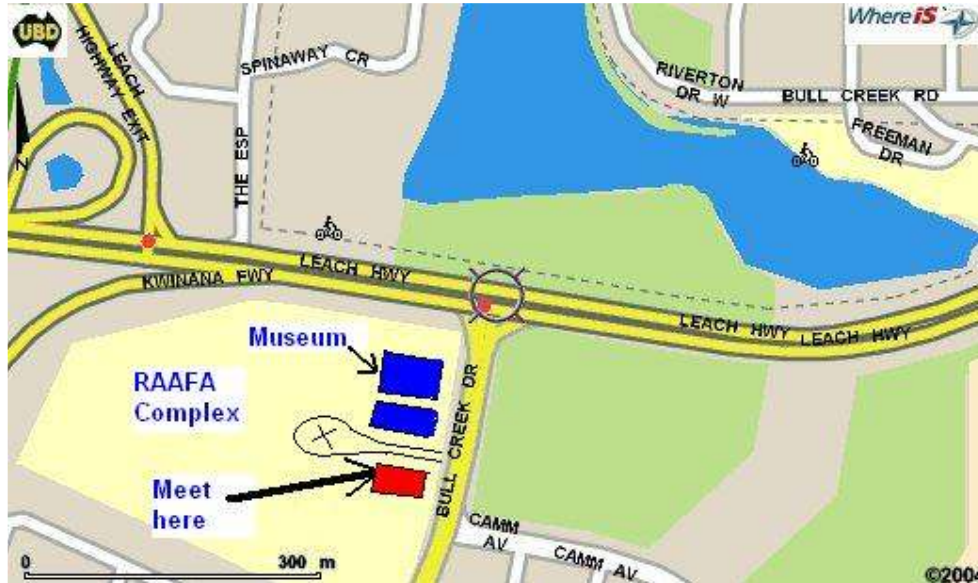
Roger Druine - France  
by Col. H. G. Bowers, USAF, Ret



## 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.

### December 2006

20 Wed **General Meeting** 8pm

### Proposed KAMS Calendar for 2007

#### January 2007

06 Sat Pylon 1 – 4pm  
09 Mon Committee Meeting 8pm  
17 Wed **General Meeting** 8pm  
20 Sat IMAC 1 – 4pm

#### February 2007

03 Sat Pylon 1 – 4pm  
05 Mon Committee Meeting 8pm  
17 Sat Glider 1 – 4pm  
21 Wed **General Meeting** 8pm

#### March 2007

03 Sat Pylon 1 – 4pm  
12 Mon Committee Meeting 8pm  
17 Sat IMAC 1 – 4pm  
21 Wed **General Meeting** 8pm  
25 Sun F3B Glider 9 – 4pm

#### April 2007

02 Mon Committee Meeting 8pm  
07 Sat Combat 1 – 4pm  
18 Wed **General Meeting** 8pm  
21 Sat Glider 1 – 4pm  
22 Sun Pro-Am Scale 1 – 4pm  
29 Sun F/F Scramble 4 – 5 pm

#### May 2007

06 Sun Pylon – STATE 9 – 4pm  
07 Mon Committee Meeting 8pm  
16 Wed **General Meeting** 8pm  
19 Sat IMAC 1 – 4pm  
20 Sun F4C Scale – STATE 1 – 4pm

#### 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  
05 Sun O/T std Duration AWA 9am - noon  
06 Mon Committee Meeting 8pm  
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  
17 Wed **General Meeting** 8pm  
20 Sat Glider 1 – 4pm  
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 – STATE 1 – 4pm  
17 Sat IMAC 1 – 4 pm  
18 Sun FF Scramble – STATE 3 – 5pm  
21 Wed **General Meeting** 8pm  
25 Sun Thermal Glider 9 – 4pm

#### December 2007

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

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### Trading Post..

**Prather Little Toni kit:** .15 size, partially built. Comes with plans and hardware. Price includes mvvs.15 two stroke **\$100**

**Skull Bandit Open Combat model:** Comes with Servo's, battery, fuel tank and Webra .32. Just add Receiver **\$180**

**OS .15LA:** 2 to choose from. Good for sport twin project or combat model. **\$30 ea**

**Contact:** Troy Latto 9317 3269 evenings or email [latto@jprimus.com.au](mailto:latto@jprimus.com.au)

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### **WANTED**

Do you have a vintage R/C glider lurking at the back of your workshop? Is there an old Cirrus, Sagitta or similar hanging from the roof, stuck in the rafters or just propping up some rags in the corner?

If so, contact the Slipstream editor and you may have an opportunity to divest yourself of an unwanted floater or two..

Contact details listed above..

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### **For Sale**

**ESM Cirrus SR22** scale homebuilt aircraft kit. Brand new untouched kit, suit 120 FS or similar. **\$380.00**

Contact G. Turna 9405 2069 or mobile 0407 423 553.

## 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:

Herr Malcolm Retallack (Manager): 0418 943 539

**Hours:** 08:00 – 14:00 Or until members stop buying..or until he doesn't feel like cooking anymore..

**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](mailto:nrg7@ausconnect.net)

**Secretary:** Ken Wansborough

Telephone: 08 9291 6327

**Treasurer:** Peter White

Telephone: 08 9456 4800

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

**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)

**Committee Member:** Ian Dixon

Telephone: 08 94382934

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

**Slipstream Editor/Webmaster:** Troy Latto

Telephone: 08 9317 3269

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

**Safety Officer:** Herr 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 \_\_\_\_\_