

Slipstream

February 2007



Well here we are in to the second month of 2007 and WOW hasn't it been a hot one! These 40+ degree days may be great for the beach but it sure makes flying uncomfortable. I have been taking a 2.5ltr bottle of lime juice cordial with me on flying days and consuming the whole lot over the course of the afternoon without having to "clear the plumbing" once! Dehydration can be a killer so watch out for dizziness, headaches and stomach cramps if you're out and about during the hot weather.

New aircraft anchors

Eric Gooch has placed permanent "hold fasts" in place on the field for large IMAC aircraft. There are 2 x 2ft slabs and 1 x 1.5 ft slab placed between the up-rights. Can all IMAC/ Large Model flyers remove the up-rights when finished flying each day so the mower guys don't have to remove them. (Makes it easy for all).

Calendar Changes

There have been some minor changes to the KAMS calendar of events so please make sure you check it thoroughly this month 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.

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.

Troy Latto
editor

Presidents Report Jan/Feb.2007

During the past two years the club has had an influx of new members originating both from existing clubs and people getting into aeromodelling for the first time. The reasons why this is happening can be many and varied and is not relevant to this report. Whilst this trend has been an encouraging sign it has placed significant pressure on the club in terms of field usage and how the new members are introduced to the hobby and given flying training where necessary. What this situation has highlighted however is the lack of support given to the core group of KAMS members who are regularly at the field but not specifically involved in a SIG activity. Attendance at meetings has long been a criticism of the membership, as has poor attendance at field working groups, and social activities the club attempts to organize. SIG groups only appear to attend meetings when there is an issue raised that concerns their group.

What materializes from this is that the direction in which the club is headed is very disturbing to myself and the committee. What has developed since the establishment of the SIG groups is their separation from the KAMS core group, who do have a wide diversification of model activity but do not choose to form into a specific groups. What we have ultimately end up with is KAMS being a facilitator of providing a flying field for the activities of the SIG groups each representing themselves as virtual clubs within KAMS. This is very fragmenting and is now highlighting difficulties in managing not only the areas mentioned above but support generally within the club, the pool of members available is severely diminished.

Paying one's membership fees does not absolve any member from a responsibility to support the club in other ways. Money is not the only support required to ensure KAMS remains a viable club. Currently the club is looking for a Slipstream editor, a field manger, and field mowing staff. Flying instructors are always required to actively assist new members. No volunteers have been forthcoming and the request has been made several times over the past year.

SIG members flying at the field on days other than their allocated times on the contest calendar would be beneficial to new members to show them what other disciplines are available, and it would also benefit SIG members to appreciate the operation outside their own group and return some form of support back to KAMS.

Recent reports from CASA and neighbors to the East and South of our boundaries regarding low flying large models is of concern to all of us. We must adopt procedures regardless of wind direction to avoid overflying properties beyond our boundaries. The reports don't indicate MINOR excursions these are flights lower and hundreds of metres beyond what anyone could consider normal operations. Also to ease the possibility of further complaints operating hours as legislated by the WA Govt and policed by the shire must be strictly adhered to at all times. These are published in the Slipstream Minutes.

Neil Giggins
President.

(see page 6 for further club notices..ed)

FROM THE EXECUTIVE....

MINUTES OF KAMS GENERAL MEETING HELD ON 17th JAN. 2007

Meeting opened at 8.05 with President Neil Giggins in the chair.

Apologies: Graham Hewitt, Margaret & Bill Pettigrew.

Visitor: Debbie Madsen wife of new member Michael.

Minutes of December meeting taken as published in Slipstream *Moved* Troy Latto *seconded*. Frank Jensen. **Carried.**

Correspondence: OUT to AWA with KAMS' offer to run State events for 2007.

That correspondence be entered in minutes *moved* Chris Jones *seconded*: Ian Johnson. **Carried.**

Finance:	Opening balance from November	\$18668.25
	plus credits rcvd in December	564.30
	less expenditure in Dec	7101.88
	Closing balance at 29th Dec	12130.67
	Maxi Direct Savings Account at 31.12.06	15156.51

Membership now 141 members

That Financial report be accepted *Moved* Eric Gooch *seconded*. Ken Greaves. **Carried.**

Calendar:

Feb 3rd	Pylon	1-4
Feb 5th	Committee meeting	8pm
Feb 17th	Glider	1-4
Feb 21st	KAMS Meeting	8pm
Mar 3rd	Pylon	1-4
Mar 17th	IMAC	1-4
Mar 11th	AWA F3B Glider	9-4

Wings: Bronze wings to David Williamson, and Peter Miller- congratulations

General Business:

* New members accepted were Brian Wilkins, Patrick Coetzer, David Williamson, Lloyd Wicks, Michael Madsen. Also renewing after a lapse are Brendon Greaves, Mitchell Van Holt.

* SWARMS progress- Neil described that approvals for sub-division and Valuation of land yet to be done.

*AWA report- National Conference items in by March 30th. Names for MAAA Sub-Committees in to AWA by March 30th Letter to CALM re new field at Anketell Rd nearer reality. Flying fields- To encourage clubs to move to new fields a notice of motion was put.

'AWA pay initial legal costs(up to \$1500) to secure six fields, and a grant of \$2000 be made to assist establishing these fields.

Payment to affiliated clubs who meet requirements.'

Nationals report- schedule of events and sites submitted. KAMS asked to run Combat and Pylon events over 6 days.

*Facilities upgrade- Scheme 1 shown(as in Slipstream) and after a few points discussed *moved* Ian Johnson *seconded* Troy Latto that Scheme 1 be approved and go to next planning stage.

Carried.

*To take advantage of daylight saving it was agreed to hold BBQ & fly-in on 10 March, Sat at 5pm.

*KAMS has been 20 years at the field- how should we mark the occasion?

* Reports of overflowing rubbish bins. All rubbish bins are meant for domestic type rubbish. It was agreed, if you crash your model take home the bits-they are too big for the field bins.

* David Trewarn suggested a system of fines for minor offences. The idea is for it to be in fun and cause a lot of laughs.

Meeting closed at 9.15 Next meeting on **Feb 21st at 8pm**

MINUTES OF KAMS COMMITTEE MEETING HELD ON 5th FEB. 2007

Present Neil Giggins, Ken Wansbrough, Peter White, Ian Dixon, Joe Luxford. Apology from Tim Kullack

Correspondence : IN from neighbor to south east re overflying property. IN from neighbor to north east re overflying property.

Finance:

Opening balance	\$12130
plus credits	3311
less debits	1822
Closing balance	\$13618
Maxi Direct Account	15225
Accounts Total Credit	28843

Calendar:

Feb	17th	Glider	1-4
Feb	21st	KAMS meeting	8pm
Mar	3rd	Pylon	1-4
Mar	10th	BBQ & Fun Fly	5pm
Mar	11 th	AWA Glider	9am
Mar	14th	KAMS	8pm
Mar	17th	IMAC	1-4
Apr	7 th	Combat	1-4

General Business:

New members: Joe Martin, Simon Watts, Steve Mitchell and Greg Beecroft who is rejoining after being a member in 2003-4.

Shire & State Legislation stating the **hours of use** for operating attended specified equipment i.e. Model Aircraft, at our field are in place so that a nuisance to neighbors will not occur from our flying.

These Hours are-

Monday to Saturday	7am to 7pm
Sundays & Public Hols	9am to 7pm

Overflying & Safety Complaints from neighbors were discussed and descriptions of some offending models have been obtained. The neighbors have been contacted and know KAMS is dealing with the matter.

ALL FLYING MUST BE WITHIN OUR BOUNDARY. YOU ARE RESPONSIBLE FOR THE POSITION OF YOUR MODEL AT ALL TIMES.

*The trend of SIG groups acting as a separate identities within our Society was discussed, and all members are reminded that we are one Society. We should all show an interest in others activity and be one body of friendly aeromodellers. No individual person or group is more important than the welfare of KAMS as a Society.

*Celebration of 20years at our field- how will we celebrate this occasion? Think of ways to do this in June/July and bring your preference to the next meeting.

*Facilities upgrade- next step is detailed design and obtain quotes for construction. Outside professionals will be engaged for design and construction.

Meeting closed at 10.00 pm.

February Pylon Report..With Smokin Joe Luxford.

The Miniature Pylon Racing Association of WA hosted its February competition in 40 degree temperatures with the wind gusting to 40 km/hour. It was one of those days when the heat kept the sea breeze out all afternoon.



Model i.d.. Brendan, Duane, Mitchell, Vince, Keith Mark and Troy on the mats..

After all four Formula 400 models landed short in the outfield in practice, we put the F400 models away and decided to only race the Quickie 500 models on the day. It was just too windy to safely deadstick land the F400 models.

The Q500 racing was delayed till 3pm to let the winds die down. Daylight saving has its downside when you are waiting for the Doctor to come in before you start your contest.



Lets get racing!!

We welcomed Brendon Greaves and Mitchell Ten van Holt back to racing after a three year break. It only took Brendon three heats to get the feel of the Viper and tune his TT46 engine for the hot conditions. He posted the best time of the day with 100 seconds for 10.5 laps in the fourth round and placed second overall on the day. Mitchell did very well on his first attempt at pylon racing with times around 135 seconds.



Mitch and Brendan posing for the camera.

While Mark Giggins and Brendon had their 46AX and TT46 engines tuned into the conditions and really peaking and posting best times in the low 100s, the rest of us struggled to get going and break 110 seconds.

For the second month in a row, we had enough pilots and helpers to put up four plane heats, which makes a huge difference to the contest. Its much more interesting (and quicker) with four planes up together. A big thanks again to Glenn Baldwin, Margaret and Ron Hay and Duane Nichols for helping out in the cage and on the starting line.



Troy chasing Mitchell round pylons 2 and 3..

Results on the day based on each pilot's best four heats on the F3D (long) course were:

Pilot	Score	Best time
Mark Giggins	421	102
Brendan Greaves	434	101
Vince Belshaw	464	111
Troy Latto	472	113
Joe Luxford	571	119
Mitchell T.V.H	633	135
Keith Willett	740	140

If anyone is interested in learning more about pylon racing, contact Joe Luxford on 0419 517096 or email him at jluxford@luxford.com.au



Vince Belshaw's VERY pretty - and VERY fast – Dago Red F400 Racer . Powered by Jett!

(Hot..windy..uncomfortable.. and that was just Smokin Joe! The weather conditions were much worse! Seriously, once things cooled down the racing got hot and it was a great afternoon. The de-brief was well lubricated with icy cold lager and much trash talk. Part of the fun of racing! - ED)

Dinner in a Dakota.



Its not often in my life that my religion (aviation) and my passion (my darling wife) collide without friction. I have a very understanding home office but I must admit she is somewhat perplexed on occasions when I tell her I can't possibly go to various family events because I have to race next Saturday! However, last month I found a way for us both to enjoy some aviation fun – A flight on Classic Wings' awesome DC3, VH-CWS.

Classic Wings is unique in being a father and son operation, from a family heavily involved in aviation. 23-year old David Gray is the company's Managing Director and owner of the DC-3. His father, Bill, is the company's Senior Captain. The DC3 was purchased in New Zealand and flown to Western Australia by David and Bill. Between them they have more hours on DC3 aircraft than any other operators. David's mum is the marketing/sales manager and a nicer lady you could never meet!

This particular aircraft was built for the US Airforce in 1943 and has served at various times as a passenger, cargo and freight hauler with various operators. The interior of the aircraft has been fitted out to mirror that of a MMA or QANTAS passenger DC3 of the post war period.

Since both my wives and my birthdays are within a week of each other, I thought it would be a nice to enjoy a dinner out. Having explored most of Fremantle's better eating haunts some time ago I was casting around the web for something a bit different and found www.classicwings.com.au and quicker than you can say "Clear Prop" I had us booked on a Silver Service dinner flight over the city and surrounds.

We arrived at Perth Flight Center at 7pm to be greeted with a warm welcome and a glass of Champagne. Canapes did the rounds and the atmosphere was relaxed and convivial. At about 7:30 we boarded the bus which took us around to the aircraft. We all disembarked and were allowed - under CLOSE supervision – to walk around the aircraft and take photo's. Then it was time to board.

Soon the Radials were roaring and the familiar vibrations thrummed through the cabin as we lifted off Runway 03 and headed out over Kewdale.

On this trip we would go from Perth International, across to Sawyers Valley, Down to Mandurah, up to Burns beach, across the City and back to Perth Airport. The whole trip taking about 90 minutes. It was a clear, calm evening and the piped music of Glenn Miller set the ambience perfectly.

As a dutiful husband I gave up the window seat to the Wife (greater love hath no man..) but there was plenty of viewing area and we enjoyed some fantastic sights as we dived up the coast. Having done flight training I have seen a lot of Perth from the air, but it was a singular pleasure to do so at dusk while enjoying chicken breast stuffed with sun-dried tomatoes and pine nuts with steamed vegetables all washed down with the best Margaret River Red! Bliss! We were particularly fortunate that on the night we flew Comet McNaught was clearly visible on the horizon and we were also treated to an aerial view of a fireworks display on South Perth foreshore.

Since this wasn't a RPT flight, passengers could walk up to the flight deck and check out the view from the captains perspective. On this occasion we had another DC3 pilot, Jack Curtis, operating as check/training instructor for Captain Bill. Jack has over 14,000 hours in his logbook with over half on DC3's, so we were in very safe hands! The view from the cockpit was awesome but rather noisy. It just showed how well the cabin had been insulated.

All too soon it was time to make our final approach in to Perth Airport. The venerable old bird swooped in to a soft "wheeler" accompanied by a spontaneous round of applause from the passengers. After disembarking the aircraft we were chauffeured back to the PFC for coffee and cake – a birthday cake kindly laid on by the thoughtful staff of Classic Wings.



The DC3 is available for joy flights and charter operations as well, so if you want to curry favor with the missus or just want to mark a special occasion with a unique experience, I highly recommend a flight in the Classic Wings DC3. You won't be disappointed!

Troy Latto

www.classicwings.com.au – All the details of flights, booking info and a great photo gallery are available on this site – check it out! You can also reach them on 1300 721 339 during business hours.

Subjects for Scale..The Spitfire Mk1

This month I thought I would publish this awe inspiring effort by UK modeler David Glen. Thanks to mal Sweetman and Peter White for submitting this article

If anyone asked me why I set out to build a Spitfire in one-fifth scale, and detailed to the last rivet and fastener, I would probably be hard-pushed for a practical or even sensible answer. Perhaps the closest I can get is that since a small child I have been awe inspired by R. J. Mitchell's elliptical winged masterpiece, and that to build a small replica is the closest I will ever aspire to possession.



The job took me well over **eleven years**, during which there were times I very nearly came to giving the project up for lost. The sheer amount of work involved, countless hours, proved almost too much, were it not for a serendipitous encounter at my flying club in Cambridge with Dr Michael Fopp, Director General of the Royal Air Force Museum in England.



Seeing the near complete fuselage, he urged me to go on and finish the model, promising that he would put it on display. I was flabbergasted, for when I started I had no inkling that my work would end up in a position of honour in one of the world's premier aviation museums.

As I write, the case for the model is being prepared, having been specially commissioned by the museum with a case-maker in Sweden. I have not yet seen it, but from what I hear, it is enormous!



In one respect the story has gone full circle, since it was at Hendon where I started my research in earnest, sourcing Microfilm copies of many original Supermarine drawings, without which such a detailed build would not have been possible. The model is skinned with litho plate over a balsa core and has been left in bare metal at the suggestion of Michael Fopp, so that the structure is seen to best advantage. The rivets are real and many are pushed into drilled holes in the skin and underlying balsa, but many more are actual mechanical fixings. I have no accurate count, but I suspect that there are at least 19,000!



All interior detail is built from a combination of Supermarine drawings and workshop manuals, plus countless photographs of my own, many of them taken opportunistically when I was a volunteer at the Duxford Aviation Society based at Duxford Airfield, home of the incomparable Imperial War Museum collection in Cambridgeshire, England. Spitfires, in various marks are, dare I say, a common feature there!

The degree of detail is probably obsessive: The needles of the dials in the cockpit actually stand proud of the instrument faces, but you have to look hard to see it! Why the flat canopy? Well, the early Mk.1s had them, and I had no means to blow a bubble hood, so it was convenient. Similarly the covers over the wheels were another early feature and they saved me a challenging task of replicating the wheel castings.



The model has its mistakes, but I'll leave the experts to spot them, as they most certainly will, plus others I don't even know about. I don't pretend the little Spitfire is perfect, but I do hope it has captured something of the spirit and incomparable beauty of this magnificent fighter - perhaps the closest to a union that art and technology have ever come - a killing machine with lines that are almost sublime.

So, with the model now in its magnificent new home, what comes next? Well, I'm planning a book that will have a lot to say about its genesis and perhaps just a little about me and those dear to me, including a long suffering but understanding and supportive wife. And then there's the Mustang. Yes, a 1/5th scale P-51D is already taking shape in my workshop. How long will it take? I've no idea, but what I am sure of is that at my age (58) I can't expect to be building many of them!

The notice board..

FLYING OUTSIDE THE BOUNDARIES

It has been brought to the attention of the committee and some of the wider membership that flying activities at KAMS have been taking place beyond the boundaries of our field. Specifically, a complaint has been lodged with CASA by the caretaker of the recycling depot to the East of our property regarding the overflying by Large IMAC and similar size aircraft. This complaint was delivered not only in writing to CASA but in person by the caretaker of this property to several members at the KAMS field. This is not the first instance of overflying outside the boundaries of KAMS and it is time we all took responsibility for our actions in this regard.

No matter what the circumstances of the overflying activity may be, the committee is obliged to draw all members attention to KAMS by-law 3.2 which deals with the defined flying area:

3.2 FLYING AREA

Flying Activities should be confined to within the boundary of the flying field. Models are to be operated within the approved flying area.

This by-law applies to ALL aircraft and pilots operating at KAMS field. So regardless of whether you fly SPORTS, IMAC, SCALE, PYLON, COMBAT, JETS or GLIDERS it applies across the board.

All SIG co-coordinators and flying instructors are reminded to thoroughly brief pilots, guests and students as to the applicable by-laws of KAMS and specifically regarding the boundaries of the field.

Your co-operation in this matter will result in better neighbor relations and prevent our coming to the further attention of the authorities.

Rubbish Disposal

Last month some inconsiderate member brought a couple of VERY LARGE cardboard model shipment boxes to the field and threw them in the dump bin at KAMS. This not only clogged up the bin but also led to some of the boxes and associated packing rubbish blowing around the field in the strong winds. **DISPOSAL OF PERSONAL RUBBISH IN THE KAMS DUMP BIN IS NOT ON!!** Dump it yourself at the waste transfer stations in your local shire or wait for bulk collection day. We don't want your rubbish either.

Pilots: if you write-off an aircraft, take the bits home with you or smash them up in to tiny pieces *before* putting them in the bin.

Combat pilots: Clean up your streamers from the outfield

Smokers: Butts go in the ashtrays provided and remember there is **NO SMOKING in the pit or the outfield during the months of October through to April.**

If you have any old equipment laying around that you do not want, DON'T think: "Oh, they may like that down at KAMS." That is NO excuse for dumping it at the field. If you have a piece of equipment you think may be useful, ASK THE COMMITTEE before bringing it down KAMS. If you don't want it or have a use for it anymore then there's a good chance that the society doesn't either.

Thank you for your co-operation.

Notice from Pylon SIG for discussion at February General Meeting

The Pylon group offered to hold a demonstration 100 lap enduro as a demonstration of pylon racing to the KAMS membership at lunchtime on Sunday March 18th. This was noted by the committee and will be put the membership at the February General Meeting.

DX7/Spectrum Synthesised Radio Equipment users group

Peter White has expressed an interest in acquiring some DX7/Spectrum Radio and wishes to contact other members who are thinking along similar lines.

If you wish to purchase some of this equipment please contact Peter White to discuss the various options:

PLEVALLEY@bigpond.com.au

State F3B Competition

Just a quick reminder that KAMS are hosting an F3B gliding competition on **Sunday March 11 from 9am through until 4pm.**

Malcom and the canteen will be operating as usual so please feel free to come down and have a look, have a chat and become involved !

If you have any queries before or on the day please feel free to contact the CD.

For those flying can you please let me know your frequency.

Thanks and look forward to hearing from you.

Tim Kullack on 0438 995 200
timk@perthrecruit.com.au



Peter White preps the Eindexker for a patrol.. Trewarn pic

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 2007

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
10	Sat	Twilite BBQ/Flyin	5pm - on
11	Sun	F3B Glider	9 – 4pm
12	Mon	Committee Meeting	8pm
17	Sat	IMAC	1 – 4pm
21	Wed	General Meeting	8pm

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 – AWA	9 – 4pm
07	Mon	Committee Meeting	8pm
16	Wed	General Meeting	8pm
19	Sat	IMAC	1 – 4pm
20	Sun	F4C Scale – AWA	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
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	1 – 4pm
17	Sat	IMAC	1 – 4 pm
18	Sun	FF Scramble – AWA	3 – 5pm
21	Wed	General Meeting	8pm
25	Sun	Thermal Glider	9 – 4pm

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

FOR SALE



Hangar 9 Extra 330L!

97" Span. Engine size 80 to 100. Has been flying with a ZDZ 80. This is also up for sale. It is in good condition. This was a good match for it.

The plane is \$750 and the motor \$680 or \$1400 for both.

Contact Kerry 0414 461 060. It is available for inspection at Discount Hobbies in Willetton.

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.

Wanted

OLD MODE 2 JR OR HITEC TRANSMITTER WANTED

I am looking for an old Mode 2 JR or Hitec transmitter for pilots to use when they are trying out my S1D Racer or combat plane or having a go on the FMS flight simulator on my computer.

If you have an old transmitter that you are no longer using and would like to donate it to a worthy cause, please call Joe Luxford on 0419 517096 or email at jluxford@luxford.com.au

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

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

Email: timk@perthrecruit.com.au

Committee Member: Joe Luxford

Telephone: 08 93163202

Email: jluxford@luxford.com.au

Committee Member: Ian Dixon

Telephone: 08 94382934

Email: i.dixon@colonialsg.com.au

Slipstream Editor/Webmaster: Troy Latto

Telephone: 08 9317 3269

Email: 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.

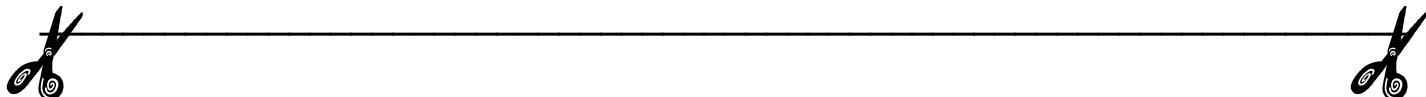


I would like to apply to be an RC Flying Instructor. I am prepared to instruct the following flying disciplines: (please tick as many as you require).

- 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 _____

Introducing the Fabulous Air Kite!!!



General Features:

- Digital proportional controller
- With 2 Servos
- Speed Control by 30A micro processor (minimum start throttle protection and low-voltage power-off protection)
- Motor: 370 SD
- Lightweight
- Low Noise
- Low Maintenance
- Able to fly in the day and night
- LED lights
- Flying duration: 10 - 15 minutes, depends on actual flying conditions
- Transmitter requires 8 AA batteries (not included)
- Maximum Operating Range: 300 meters
- Main Body: 71x55x21 cm
- Easy to Assemble, 90% Pre-Assembled

Package Includes:

- Kite
- Vertical Tail
- 2 Propellers
- 4-CH Transmitter
- Antenna
- Manual
- 7.2v 500mAh Rechargeable Battery
- Power adapter/charger (240V 50/60Hz)



Just the ticket for those still autumn evenings or a bit of Indoor fun, the Air Kite comes in an all inclusive package – Just assemble and fly!

All for an incredibly low \$120!!

Contact Garry Turna on 9405 2069 for details.

TWILITE BBQ and Fly-in is on Again!!

Yep! The Christmas BBQ was such a popular event in 2006 that it was decided to run it again – this time on

MARCH 10, 2007 from 5:00pm Onwards!



BYO Everything – even the family!!

Unfortunately, due to shire noise restrictions, flying of gas/methanol powered aircraft must cease by 7:00 pm but bring down your electric model or free flight glider/rubber powered aircraft and I am sure you can enjoy the still evening air. Then again, why not just come down and enjoy the company of your fellow KAMS members?

**Lets say “Bye-Bye” to daylight saving for 2006/2007
the KAMS way!**

See you there!!!