



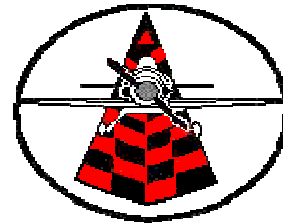
Well it seems we are about to get some real summer weather at last! As I write this it is 37 degrees and quite hot. Thankfully the cooler weather prior to this has made it a little easier to keep the field nice and green. Thanks as always to the dedicated band of members who keep the field mown and watered.

Recent discussions and events have revealed that not everyone seems to know we have by-laws for the conduct of members at the flying field. I know we all get a copy of the by-laws when we join but as the mind often plays tricks I have decided to publish the by-laws in future issues so we can all keep up to speed with field etiquette. Please take particular note of section 2.5. During Summer, smoking is ONLY permitted in the covered area next to the canteen and NOWHERE ELSE!!! The risk to our facilities from fire is not exaggerated so please, if you are a smoker, don't light up anywhere except the designated area and throw your butts in the provided trays – not the outfield or next to the pits.

See you down the field some time...

Troy Latto
latto@iprimus.com.au

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AMPRAWA

Invites all KAMS members to experience the thrill of

R/C PYLON RACING!!!

All current KAMS members are invited to race their sport/trainer aircraft around the pylon course at KAMS. Expert coaching by race pilots will be provided. An entry fee of \$5.00 will put you in the raffle draw to win:

*A GREAT PLANES VIPER 500 ARF RACER
Kindly Donated by DAWN TRADING and
Mark Giggins*



Venue: KAMS Field, Mundijong
Date: Sunday 26 February
Pilot registration: 11:30
Racing: 12:00 – 13:00

BE THERE!!!!!!

FROM THE EXECUTIVE...

**MINUTES OF GENERAL MEETING HELD
WEDNESDAY JANUARY 18th 2006**

Meeting opened at 8.15 pm with 25 members present.

Apologies: Graeme Hewitt, Ken Greaves.

Minutes in Slipstream

It was moved: Eric Gooch and *seconded:* Ken Heinz, that the minutes from the last General Meeting be approved as accurate and correct. Motion carried.

Correspondence in: A letter has been received from the Serpentine Jarrahdale Recreation centre listing prices for use of the Kingia function room.(list is available from the secretary)

Correspondence out: KAMS calendar to Ross Cant

The Treasurer tabled a report. Funds stand at \$17,845.17 in the cheque account and \$4,717.20 in the Bonus saver account.

It was moved: Roy Farren and *seconded:* Ken Heinz that the treasurer's report be accepted. Motion carried

A motion was moved: Chris Jones and *seconded:* Ross Duncan that the treasurer should look into the possibility of improving the interest earned on the cheque account. Motion carried.

New Members: The club welcomed Matthew Dobson, Peter Francis, Daniel Heinz, Bob Mills and Graham Dorizzi.

Club Events Calendar: As published in Slipstream.

Gold Wings: Kevin Poland

Other Items of General Business: It should be noted that there are now extra backpack fire extinguishers in the transmitter compound.

It was suggested that a pylon racing demo be held.

It was moved: Ken Wansbrough and *seconded:* Joe Luxford, that this should occur on Sunday 26th Feb. between 12noon and 1.00pm. A raffle prize consisting of a kit for a Q500 style pylon racer has been donated. All participants will be eligible for the raffle.

There being no further business the meeting was closed at: 9.10pm.

**Minutes of KAMS Committee Meeting held
Feb 5th 2005**

Meeting opened at 7.50pm at the home of Neil Giggins

Members Present: Neil Giggins, Gary Dickens, Peter White, Ian Dixon, Eric Gooch, Joe Luxford.

Correspondence In; A thank you letter has been received from the Murdoch Community Hospice regarding donations in memory of Ray Colgate.

Correspondence Out; Nil

Treasurer's Report

The treasurer presented a verbal report.

Calendar update: Calendar remains as published.

Other Business; There was initial discussion regarding the field property facilities upgrading by extending the central undercover area and increasing the pit areas. This, it was suggested, may entail a loan from MAAA. The idea will be put to the membership for comment.

There was considerable discussion regarding an incident occurring at the field where IMAC flyers who were not KAMS members arrived two hours before their allocated time and proceeded to fly without a KAMS CD in attendance. When approached by a KAMS member, a heated exchange took place. This has prompted the following action by the committee:

1. (Proposal to be included in the club's safety rules) "Operation of model aircraft in hover"

Operating a model aircraft or helicopter in the hover or stationary position (prop hanging) over the mown take off / landing surface is not permitted.

2.Letter to be sent to IMAC re-enforcing the requirements outlined within the by-laws that must be adhered to when using KAMS field for their activities.

3. Joe Luxford to prepare a set of guidelines for all SIG C.D.s when using KAMS field.

Meeting closed at 9:45pm. Next committee meeting to be held at the home of Eric Gooch

PYLON RACING IN QUEENSLAND with "Smokin" Joe Luxford



Smokin Joe with his "Sumptin Else" F400 Racer

I attended the first pylon competition for 2006 in Queensland on the Australia Day weekend. This was the first time I'd competed outside of WA and it was very different from anything I'd experienced before.

The first challenge was getting my S1D racer onto Qantas. The trick there is to remove the fuel tank from the plane make absolutely sure there is no fuel left in it. I packed the S1D in an old cardboard air conditioner box that was just the right size and managed to get it to Brisbane intact. Unfortunately, I cannot say the same for the transmitter. I didn't think to plaster the aluminum Tx case with fragile stickers – which I had done with the cardboard box with the S1D Racer. The unfortunate result was my Tx arrived back in Perth with all the lugs for the screws holding the two halves of the case together sheared off.

What I had not allowed for was how stressful it gets on your first interstate comp. I found myself missing things that I never would at home – like reassembling the S1D tank without tightening the bung. Part of the problem was not having any of my own tools and borrowing everything.

While no one minded (the locals could not have done more to help), I found it uncomfortable after a while having to ask for everything. Flying on new fields with new people takes a bit of getting used to as well. Its one thing to pile everything into the car and drive a few hours out of Perth. It's an entirely new ballgame to put it on an aeroplane and fly to the other side of the country.

In addition to the S1D that I'd taken from Perth, I collected two new racers from Bruce de Chastel – a "Sumptin Else" F400 model and a Taipan Q500 model. Bruce had fitted the engines and radio gear (which I'd supplied) and test flown the models beforehand – so that I could fly the models in the competition.

The S1D had a receiver problem on the first practice flight on the Friday before the comp started, which didn't help things. I was able to pull a receiver out of the F400 model which fixed the S1D problems. That was frustrating though as I'd test flown the S1D the week before and everything was fine.

I'd never flown a Nelson powered F400 model before, so I left that till Sunday arvo for my first test flight – which went off very well. I was not nearly as nervous as I'd been several years ago when I flew the Dago Red for the first time. I did apply 100% expo on the rudder to damp out the effect of my shaking left thumb on the rudder this time.



With the Nelson put to one side, I concentrated on flying the Taipan Q500 model with 5 practice flights on the Friday and Saturday. It rained until lunch time on Saturday which only left enough time on Saturday for the S1Ds in the afternoon. With the loose bung in the tank, my S1D times were very ordinary.

In hindsight though, our best S1D times in Perth are on a par with the better S1D times in Queensland, but not as good as their best. We just cannot get our S1D engines revving as hard as some of those engines I saw there



Taipan Q500 by Bruce de Chastel...

On the Sunday, I was able to fly my Taipan, with a TT46PRO on the front, first the F400 event and then in the Super S1D event later in the afternoon. On its own in practice, the Taipan had felt very quick. Once up in a F400 heat it seemed very slow with the Nelsons whizzing past. It was a different story when it came to the Super S1Ds. These are very similar to our sport pylon class in Perth, with F400 airframes pulled by sport engines, mainly Super Tiger G45s. This event was run on the short course and I won it with the Taipan with a best time of 86 seconds. I was very evenly matched with Mike Rankin from McKay and we ran nose to tail for 5 rounds with at least one near mid air every heat. The crowd loved it – even if our nerves were somewhat frayed by the end.

Two things that really struck me on the weekend were: firstly, how hard the TT46 revs and how quick the new Q500 airframes are. My Q500 was quicker than the Super S1Ds with much thinner wings and sleeker fuselages. The Vipers in Perth are just as quick as the Taipan too. The banana benders had always dismissed the TT46, but I could see a few reassessing their views on the weekend when they saw how well mine was running – and it was new out of the box. I can see now why the NSW fliers swear by the TT46. Now that I've got an interstate comp under my belt, my challenge is to prepare for the Nats and AMPRA later this year.

I want to get the F400 going to compete for the first time in that class and I really want to get the Quickie 500 sorted out and my flying technique improved. Its good having Mark Giggins flying the Viper at KAMS as he sets a very high benchmark for the rest of us to aim at. His times with the Viper of around 105 seconds for 10.5 laps on the long course are as good if not better than any being flown in Victoria and NSW at present. It was a great weekend for me.



A sexy S1D racer...love those trimmings...

The Queenslanders are a very friendly and generous bunch and have a very strong pylon racing competition. There were 14 entries in S1D, along with 7 in F3D, 11 in F400 and 8 in the Super S1D class. What really impressed me was the number of new pilots in the S1D class. They will have plenty of pilots progressing through to F400 and F3D in the future.

KNOW YOUR BY-LAWS..

2.0 FIELD PROTOCOL

2.1 SPEED LIMIT

Always obey the speed limit signs on the access road to the parking area.

2.2 PARKING

Park only in the main parking area, not on the field.

2.3 WALKWAY

All vehicles should leave sufficient space for the walkway to be used.

2.4 RUBBISH

Use the rubbish bins provided and remove all rubbish and debris from the field and adjacent areas, particularly containers and wrappings from canteen purchases

2.5 SMOKING

Smokers, please use sand tray. During summer months there is to be no smoking out of the covered seating area. Do not smoke in Pits as many aircraft now use PETROL as fuel.

2.6 REPORTS

Report any unsafe equipment or building defects to the Committee.

2.7 PROPWASH

Respect the other modelers space; direct your prop wash away from people.

2.8 FUELLING

Refuel / defuel your model on the concrete slabs. The lawn area will be burnt by spilt fuel.

2.9 DOGS

Dogs are not permitted on the field at any time. This is to prevent injury to the dog.

2.10 CHILDREN

Members are responsible for the actions of their children. Please monitor their activities.

2.11 LOCKUP

Always leave the field clean and tidy. Stow chairs and windsock, secure fences, shed locked and main gate locked when you leave.

2.12 VISITORS - GENERAL

Members are responsible for any visitors and relatives they invite to the field. Ensure that these people, especially children, are properly briefed to keep out of the pit area, and not to go onto the flying area.

2.13 MAKING VISITORS WELCOME

Introduce yourself to visitors who arrive and want to know more about our great hobby. Answer their questions seriously and make them welcome. Advise them of the existence of appropriate rules and protocol at the field.

2.14 MOBILE PHONES

Mobile phones are not permitted in the pit areas or the pilot holding areas. Mobile phones are to be positioned in the rack located in the sheltered area adjacent to the canteen.



Now..where did the rest of my flight get to???

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?

FOR SALE**On behalf of the Estate of Ray Colgate**

All items are for sale at reasonable offer prices.

! x multi charger
 1 x Smart test battery analyser
 2 x multi meters
 2 x flight boxes, 1 fully equipped
 6 x plastic fuel tanks
 Various wheels / spinners/ Leeds
 3 x part rolls film covering
 1 x heat iron
 1 x lion elect charger
 1 x muffler, suit OS 40 size
 1 x Magnum XL 61A engine (new in box)
 1 x OS 46 engine, (almost brand new)
 1 x Futaba Attack 4 radio
 2 x Futaba skysport 4 radios, (1 without battery)
 1 x Alum' radio carry case, (suit 2 radios)
 Aircraft, Slow Poke, with ASP 46 motor and servos
 Aircraft, high wing trainer with super tiger 51 motor and servos
 Aircraft, Fun Star, low wing, with OS Fx 46 motor and servos
 Aircraft, Low wing trainer, with OS Fx46 motor and servos
 Aircraft, low wing Arrow without motor or servos
 1 x hand crank fuel pump
 1 x Hi-Tork elect starter
 1 x multi draw (25) cabinet
 1 x scalpel set with many blades
 1 x small solar cell recharger
 1 x aircraft/ flight box stand
 1 x scroll saw (16" Rexon)
 2 x 1200mm push rods
 2 x 900mm piano wires
 4 x alum' straight edges
 Many various packets fittings (clevis/ horns/ bolts)
 4 x engine mounts, 2 alum/ 2 resin)
 8 x mini compression clamps
 8 x clamps (elastic band type)
 5 x boxes various fittings
 1 x set small screw drivers
 1 x set needle files
 1 x set Arlec 80 colour lights set (12 volt)

**All enquiries or to view contact Eric GOOCH
 94902112**

FOR SALE

¼ Scale New Nieuport 28 Balsa USA Kit	\$450
¼ Scale New Balsa USA Citabria Kit	\$350
Crazy Panda New Kit	\$200
2 x JR Quattro RC Sets, near new (ea)	\$150
1 JR standard 4 ch set	\$100
1 Futaba Attack 4 RC set	\$100
1 JR XF 421 5 ch RC set	\$200
1 JR X388s 8 ch set	\$350
2 new Futaba Skysport 4 (ea)	\$100
Flight box c/w batt,ctrl pnl, pump	\$150
OS 46FX (hardly used)	\$100
OS FX 70s (new)	\$250
Enya 50CX (new)	\$100
30 second KSB Timer (new)	\$50
6 minute KSB Timer (new)	\$50
SAITO 180 Four Stroke	\$600
Maxi Trainer with OS46FX and 4 servos	\$200
Glass Fuse & Wing trainer,46FX & servos	\$200
Super Decathlon, OS52 4/stroke, servos	\$300
Senior Trainer,OS46FX,4 Servos	\$275
Piper Cub OS52 4/stroke, 4 servos	\$350
Pilot Cessna (35 size), New	\$200
Blue Max with new Magnum 52 4/stroke	\$400
Kyosho Tiger Moth, New Magnum 52	\$450
¼ Scale Auster Kit (started)	\$200
Super Steerman,OS 91 4 Stroke, Servos	\$575
¼ Scale Aeronca Scout, Built, not covered	\$200

Contact: Terry Royan 9399 7132 Evenings

KAMS Merchandise – Price list and ordering info

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 the order form at the back of this magazine and return it to the committee so your order can be filled as quickly as possible.

KAMS Calendar for 2006.

February

15 Wed **General Meeting** 8pm
 18 Sat GLIDER 1 – 5pm

March

4 Sat IMAC 1 – 5pm
 6 Mon Committee Meeting 8pm
 15 Wed **General Meeting** 8pm
 12 Sun GLIDER Day
 18 Sat COMBAT 1 – 5pm

April

2 Sun PYLON, **STATE** Day
 9 Sun F4C SCALE **STATE** 1 – 5pm
 10 Mon Committee Meeting 8pm
 15 Sat GLIDER 1 – 5pm
 15 Wed **General Meeting** 8pm

May

6 Sat PYLON 1 – 5pm
 7 Sun SCALE(proam) 1 – 5pm
 8 Mon Committee Meeting 8pm
 14 Sun FF SCRAMBLE 4 – 5pm
 17 Wed **General Meeting** 8pm
 20 Sat IMAC 1 – 5pm

June

10 Sat GLIDER 1 – 5pm
 12 Mon Committee Meeting 8pm
 18 Sun COMBAT, **STATE** day
 21 Wed **KAMS AGM** 8pm

July

9 Sun OT, **STATE** day
 3 Mon Committee Meeting 8pm
 15 Sat IMAC 1 – 5pm
 19 Wed **General Meeting** 8pm

August

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

September

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

FAI...What the hell does that mean?????

When at the field, the talk often turns to what the FAI symbols stand for. All of these classes are world championship events which are held every second year somewhere in the world. Australia has had world champions in classes F3J and F3D. This could make you world champion in the game Trivial Pursuit or it could make you a world champion if you took one up.

FREE FLIGHT

Class FIA – Gliders
 Class FIB – Models with extensible motors
 Class FIC – Models with piston motors
 Class FID – Indoor Models
 Class FIE – Slope Soaring Gliders

CONTROL LINE

Class F2A – speed models
 Class F2B – aerobatic models
 Class F2C - team racing models
 Class F2D – Combat models

RADIO CONTROL

Class F3A – aerobatic power models
 Class F3D – pylon racing models
 Class F3B – multi task gliders
 Class F3C – helicopters
 Class F3J – thermal duration gliders
 Class F3H – cross country gliders
 Class F3I – aero towing gliders

SCALE

F4B – control fly flying scale models
 F4C – radio controlled flying scale models

ELECTRIC

Class F5A – aerobatic models
 Class F5B – electric power motor gliders
 Class F5C – helicopters
 Class F5D - pylon racing models
 Class F5J – thermal duration gliders

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

Troy Latto

RC Glider

Bill Pettigrew

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)

Telephone: 0418943539

Hours: 08:00 – 14:00 7 days/week.

Other times by appointment.

Your Committee for 2005/2006

President: Neil Giggins

Telephone: 08 92932735

Email: nrg7@ausconnect.net

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Telephone: 08 95232010

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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.

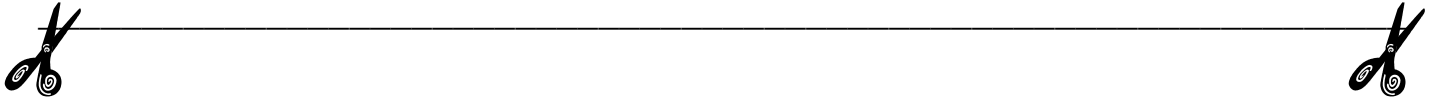


I would like to apply to be an RC Flying Instructor. I am prepared to instruct the following flying disciplines: (please tick as many as you require).

- 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 _____