



Welcome to 2007 and a new year of Slipstream! I hope the festive season brought you all the aeromodelling or other goodies you were expecting.

The 2006 calendar wound up in style in December with our twilight BBQ and flyin (report opposite) which was VERY well attended by members and families. It was an excellent night and thank you to all who made the effort to come to the field and enjoy some quality time with other members and partners.

This years calendar has now been officially adopted and a BIG thanks to Joe Luxford for the time and effort he put in to ensuring a well balanced use of the facilities for all SIG's and club members. Saturday the 20th is IMAC so why not come down to the field and watch the big boys strut their stuff?

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.

Editor's job – still up for grabs!

As I have said in the past I do not intend to edit the Slipstream after June this 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
editor

KAMS Twilite BBQ and fly-in December 16 2006

The advent of daylight saving this year made the annual Christmas BBQ a much longer lasting affair. Members started arriving after the heat of the day had subsided and unpacked an array of aircraft to enjoy some flying as the sun began to set.

This years event attracted over 40 pilots, wives and other family members with flying continuing until 9:00pm and chatting until later still. I had the chance to talk at length to several members and learned a great deal on subjects as diverse as club history, economics, scale modeling and marriage guidance (the last was certainly the most interesting – and NO I am not telling who it was I was talking with!!!)

The combat crew had just finished their event (see report page 4) and joined in the generally relaxed atmosphere of the evening.

I took the opportunity to test fly my new Great Planes CAP580 (pictured, right) which, after a few teething problems, made 3 successful sorties. Ian Dixon had an array of floaters and Bipes and Ian Johnson and Greg McLure chugged around in formation with their "Magnificent Men" flyers.



Big plane, thin pilot. Small plane, Fat Pilot.. Thus nature balances!

Ken Wansborough had his flying lawnmower tuned in and cutting up the skies while Eric Gooch did some very scale takeoffs with his gorgeous cub. The Cub struggled a little early in the evening with the gusty sea breeze but looked wonderfully scale as the wind dropped.

Clint stunted his BIG CAP 580 as only he can – some of those inverted low passes drawing sharp breaths from the more impressionable observers in the crowd.

It was fantastic to see the ladies of the club come down and enjoy the facilities and some social contact. I was privileged to meet several of them and I hope they will all come down to the field a little more often and brighten our lives a bit further.

I saw several members with camera's and am looking forward to getting some more photograph's and written impressions on the evening.

On the whole VERY successful event and one that we may have to repeat more than once a year – at least during summer!

Troy Latto - ed

FROM THE EXECUTIVE....

MINUTES OF KAMS GENERAL MEETING HELD ON 20th DEC. 2006

Meeting opened at 8.20 with 16 members present.
Apologies from Ross Duncan, Troy Latto, Graham Hewitt.

Minutes of last meeting taken as published. *moved* Eric Gooch
seconded Frank Jensen. **Carried**

Correspondence: Nil

Finance: Treasurer's Report accepted. *moved* Ian Johnson
Seconded Chris Jones. **Carried**

Opening balance	\$19370.16
Income	\$744.00
Expenditure	\$1445.91
Closing balance @ 30/11	\$18668.25
Maxi Direct Savings Acc.	\$15034.76

Calendar: No more events in 2006. Events for 2007 calendar to be decided tonight. The Calendar for 2007 as presented to the meeting was accepted. *moved* Chris Jones *seconded* Kevin Poland. **Carried.**

General Business:

* New members Alex Savill renewing after two year absence and Michael Smith.

* Report given on BBQ on 16/12. Good attendance, pleasant evening, fair amount of flying done with D/L saving. Ken's Lawnmower flew causing amusement. The setting sun gave a wonderful background for the two 1910 vintage a/c flown by Ian Johnson and Greg McLure.

* Drain filling to be done by Mark Easton after Christmas.

* KAMS received a bill from our bank for safe deposit box fee. No fee had been paid over several years as we thought box cancelled. Enquiries revealed we still had documents there, and our long missing Title Deeds re-appeared. Decided to leave documents in bank for safekeeping and pay annual fee.

* Frequency of 2.4Ghz has been approved by MAAA. The specific DX7 Radio Tx/Rx is the one approved for general use & not restricted to park flyers.

* Facilities upgrade- Thanks to Richard Bloor & Pat Pinder we had Scheme 1 presented for comment, on a large board for all to see. Richard explained the thought processes that went into the design. They took into account the five features rated by members at the last meeting. Briefly, Kitchen to be upgraded, the covered pits each side have been increased. The Area in front of the shelter shed will be covered spectator space with a fence around to separate models from the public.

That the design be published in Slipstream for comment at January meeting -*Moved* Roy Farren *seconded* Eric Gooch & Carried.

It is hoped that a crowd of members will come along to see this design.

Meeting closed at 9.15 : Next meeting is on Wednesday, 17th January 2007

NOTE: No committee meeting was held in January due to holiday season. The next Committee meeting will be held on February 05, 2007.

MPRAWA January Perth Pylon Report By "Smokin" Joe Luxford



The Miniature Pylon Racing Association of WA hosted its first race meeting of the year at KAMS on January 6th. Placings for the day were:

F400	Total	Best time
1. Matt Pickin	469	77 seconds
2. Troy Latto	528	76 seconds
3. Vince Belshaw	1000	DNS
4. Joe Luxford	1000	DNS

Q500		
1. Mark Giggins	637	99 seconds
2. Joe Luxford	666	105 seconds
3. Keith Willett	790	103 seconds
4. Vince Belshaw	936	105 seconds

This was the first ever local F400 contest in Perth. We will be running it in conjunction with Quickie 500 in future at KAMS on the long (FAI) course. Matt Pickin has had several F400 models for four years waiting for others to race against. His prayers have finally been answered with Troy Latto, Joe Luxford, Vince Belshaw and Norm Kirton now running F400 models.

The F400 class is based on semi scale models of actual Reno racers and run with either Nelson or Jett 40 motors. The models are capable of speeds around 280kph. Competitive times in the eastern states are around the mid 70 seconds for 10 laps. Troy and Matt's best times were 76 and 77 seconds which is excellent for our first ever race.

Mark Giggins continues to set the bench mark for everyone else in Quickie 500 with an average time of 106 seconds. What is encouraging is that the other pilots are equalling Mark's times on occasion but not consistently.

We had lots of helpers which also made a big difference to the racing as we were able to put four planes up in the one heat. A big thanks to Dave Latto, Lloyd Wicks, Phil Thomas, Ray Bradley, Ron and Margaret Hay and Stuart Sherlock.

We are looking forward to a good year's racing with Margaret Hay and Duane Nichols from Wanneroo now racing S1Ds and Brendon Greaves and Ian Johnson putting Vipers together to join the Q500 comp. In order to encourage pilots to try F400, we will consider allowing Vipers to run with Nelsons.

Our next pylon competition is at KAMS on Saturday February 3rd.

(Several KAMS members now have Quikie 500 models and we look forward to seeing them come out to race in the coming months. If you are a past pylon pilot and would like to race with a non-quickie airframe, that's just fine! We would LOVE to see you come down and join the fun -ED)

December Scale Rally

The Scale Society of WA presented its final event for 2006 at KAMS on December 3rd with a large number of modelers present for a Scale Rally.



Calm sou'westerly winds and a partly cloudy sky greeted the scale fraternity for what is usually one of the best events of the year. Scale Rallies are always fun as there is no contest, so visitors and pilots see a large variation of scale aircraft from pre-WWI wonders to many different civilian aircraft and even a few turbine powered beauties.



It is particularly good to see new modelers at KAMS trying their hand at scale. We are not all in the class of Greg McLure, Richard Bloor, Ken Wansbrough etc. but we can aspire to be and this is what keeps many of us hooked on scale modeling. One part of scale I really like to see is an aircraft flown like its full size counterpart, i.e. slow rolls, big loops, passes at scale speed etc. Watching Frank Jensen fly his Boeing Stearman would give any scale pilot a thrill because he fly's it just like a full size. Beautiful take-offs, maneuvers that are matched to the aircraft and 2 point landings that are a hallmark of the plane. And when Frank switches on the smoker you'd swear it was the real thing.



Sport flying is great, gliders, aerobatics, pylon and all the other disciplines are terrific and I enjoy flying them all. But for my money you can't beat flying a scale aircraft. There are a number of scale events held throughout the year, so check your calendar and come along to our next event for a whole lot of fun.

Ian Johnson.



(Scale is certainly one of the most revered and respected aeromodeling disciplines – no matter whether its R/C, Control-line, Free Flight, Peanut or even Static. The attention to detail, engineering knowledge and the innate grasp of aerodynamic fundamentals are the hallmarks of great scale modelers. We are fortunate in KAMS to have several individuals that display all these skills and are more than willing to help new converts to the cause. Contact the Scale society or local Scale SIG rep for more information – ed)



Willett, Luxford, Nichols and Mollan: Attorneys at war!

After a LONG break, SSC returned to KAMS for the final event of the year. It was a very VERY hot day (38 degrees in the sun) and both pilots and aircraft alike felt the effects.

Your scribe fell foul of poor preparation and was forced to miss the first round of battle while I fetched my fuel and another receiver (aerial's tend to get chopped off in this business). Meanwhile Smokin Joe Luxford, Brian Mollan (Skyscrapers), Keith Willett and Duane Nichols (Wanneroo) all enjoyed some streamer hunting.

I was up and away in round two, celebrating my return to the arena with a cut. Duane unfortunately crashed out so he assisted our officials for the rest of the event. Speaking of our officials – it was great to see Brendan Greaves and Mitchell Ten Van Holdt again after an absence of a couple of years. Hope they get a taste for flying again soon. Thanks lads!



Mitchell and Brendan cool off after their auditions for "Manpower" ..

The sea breeze popped up later in the afternoon and cooled everything down but made flying more difficult. The low scores in subsequent rounds reflected this – although Keith did manage a score of 370 in the final round to propel him from fourth to third place.

Final Placings:

- First : Brian Mollan 889 points
- Second Joe Luxford 640 points
- Third: Keith Willett 620 points
- Fourth: Troy Latto 540 points
- Fifth: Duane Nichols 20 points

Thanks to KAMS for the use of the field and to all members that came down to watch and support us.

Sunday turned out to be a fantastic day for all 12 entrants. Had you asked me approx. 5 days prior to the planned event, I would have told you it had potential to turn into a disastrous day - let me tell you why:

It all started with a phone call, trying to reach Bill and Margaret Pettigrew. Despite me leaving numerous messages didn't hear from them all week - which I must say is very unlike them. By Saturday evening, one day before the competition, I still hadn't heard and started to panic as they had the only landing tapes with all the points marked out on them. I decided to call Danny Hales, to find out if he knew of their whereabouts: 'They are on Safari in Africa and aren't due back for a couple of weeks!' says Danny. Panic was threatening to set in - no landing tapes = no State Competition - especially, since by now it was 4:30pm and my wife and I had to leave shortly to meet some friends for dinner. I decided the only thing left to do was to make my own landing tapes. On the way to dinner, we stopped at Bunning's and bought 60 meters of 6mm rope, 1 roll of 100 mile/hour tape, 1 black marking pen and 4 tent pegs to be used as anchors. We had a nice dinner and after a few midnight bottles of wine the landing tapes were made. With that problem solved, the competition could go on!

The gate at KAMS was opened at 8:00am on Sunday morning, the first competitor to help me set up for the day was Geoff Doughty as well as a first time competitor Greg McLure who set out the now famous landing spots. Simon Watts arrived next with his Laptop computer in tow - which was the biggest help of all as the program he uses adds up all the competitors scores for each round.- Thank you for your help Simon, it was much appreciated by all, but especially by myself!

By 10am, the Competition had started. It turned out to be a very hot day - I'm sure I wasn't the only one who went home with a light sunburn and slightly dehydrated! There was only one major incident that comes to mind: Chris Martin was setting himself up for a spot-landing approach in round 3, the model was over the landing spot but it did not stop. Chris jumped back and turned to keep one eye on the plane as it sailed by: It was gliding on and on, until it struck the winch with a bang or a crunch - or maybe both and came to a very sudden halt. There was a chunk missing on the wing's leading edge, but Danny Hales, Tim and Warren Kullack fixed it with a can of soft drink and a big roll of tape: I heard someone mention, that they should have used a can of "Lift" instead of Coke, as this could have given Chris some advantage...Chris and his plane made it through to the end and there were no further incidents and we finished the 6th and last round by 5pm.

Congratulations to the placegetters- and thank you to all pilots for playing their part in turning the State F3J Competition 2006 into a successful and enjoyable day. Below you will find the results, including some of the models flown during the competition:

Pilot	Position	Total	Model
Tim Kullack	1	4986	Estrella
Simon Watts	2	4715	Europa 2
Chris Berrenger	3	4636	???
Warren Kullack	4	4413	Nyx
Andy Pereyer	5	4314	Eagle
Geoff Doughty	6	4177	Fazer
Danny Hales	7	4170	Fazer
Stephen Gleeson	8	3657	Stork-II
Paul Marshall	9	3422	???
Chris Martin	10	3367	X21
Nigel Molyneux	11	2871	???
Greg Mc Lure	12	1960	???

Subjects for Scale: The Lockheed Vega



Lockheed Vega painted to represent "Winnie Mae".

History:

Allan Lockheed and Jack Northrop teamed up together in 1927 and formed the Lockheed Aircraft Company. It was a great combination and their Vega became **the** aircraft of the Golden Age for setting records. Names like Wiley Post, Amelia Earhart and Roscoe Turner furthered the reputation of the aircraft as well as their own. Wiley Post set many records in Vega, the "Winnie Mae". Post was the first person to set a round-the-world record with a commercial aircraft. He made the first solo flight around the globe, was the first person to fly New York to Berlin nonstop and also set an un-official world altitude record of 55,000 feet. All in the Winnie Mae. Amelia Earhart was the first woman to solo across the Atlantic and did so in a bright red Vega. A total of 198 Vega's were built.

An Australian Connection:

Sir Hubert Wilkins, the greatest explorer of his time, flew a modified Lockheed Vega on the first flight across the Arctic circle from North America to Europe. Sir Hubert made several flights in the Vega and achieved numerous feats.

Wilkins is probably one of Australia's most unsung heroes. Born and raised in South Australia during the latter part of the 19th Century, Wilkins was an aviator, war correspondent, photographer, naturalist, adventurer and explorer. Nobody before or since has discovered more unknown land and sea. During his time as a war photographer on the Western Front during WW1, he was described by one general as "the bravest man I have ever seen". Most of his photographic work has become the definitive representation of the horrors of trench life and the majority of it is proudly displayed in the Canberra War memorial.

Wilkins was also the first man to attempt a crossing of the Arctic by Submarine – a feat he did not accomplish successfully. However, his vision was rewarded a few decades later when a US Navy submarine took his ashes under the North Pole and laid him to rest among the ice floes.

The biography of Sir Hubert Wilkins, "The Last Explorer" by Simon Nasht is available from major book stores and is a riveting read.

The Fantasy of Flight Vega..

This aircraft was acquired from Dave Jameson in Oshkosh, Wisconsin and was the 72nd Vega off the production line. Originally purchased in 1929 by the Independent Oil & Gas Company, it was the first executive model built and sported a table, portable typewriter, and a chemical toilet. During World War II it served as an airliner in Mexico and was used in the late 1950's by General Electric as a radar research aircraft.

Dave purchased it in 1963 and restored it in the colors of the Winnie Mae. He flew it for a number of years before putting on display in the E.A.A. Museum in Oshkosh. It had not flown for about 7 years when Kermit Weeks purchased it in 1991. It was disassembled and shipped to Fantasy of Flight. The current engine in this aircraft is a later version of the original engine that has considerably more power. Plans are to get an earlier original engine overhauled and one day get the aircraft flying again. This is only 1 of less than 5 known original Vega's left in existence. The original Wiley Post Winnie Mae and the Amelia Earhart Vega are both owned by the National Air and Space Museum in Washington D.C.



Artists impression of Vega "Winnie Mae" in flight (picture from <http://www.aviation-history.com>)

Kermit Comment

(owner/curator of fantasy of flight, Florida.)

The structure of this airplane is all wood. The fuselage was molded in halves and glued together. Other aircraft designs by Lockheed used the same basic fuselage but the configuration and model type determined where the cockpit and door openings were cut. The high-wing version was the Lockheed Vega, the parasol was the Lockheed Orion and the low-wing was the Lockheed Sirius.

Specifications..

Year built: 1929 **Wingspan:** 41'

Cruise/Top Speed: 140 mph/185 mph

Gross Weight: 4,400 lbs

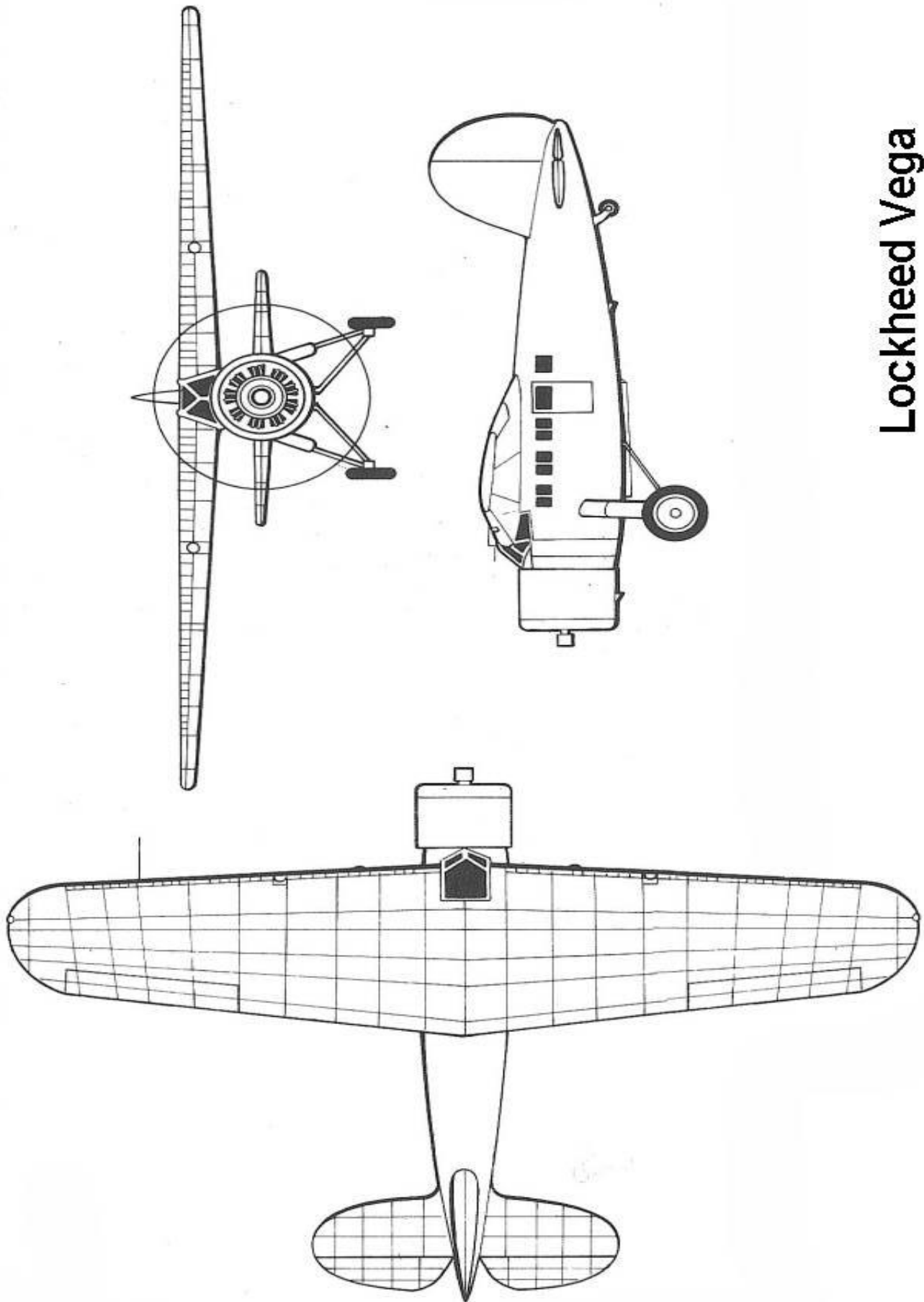
Engine: 450 hp Pratt & Whitney R-1340 (original),
600 hp Pratt & Whitney R-1340 (current)

(A great "Golden Era" racer perhaps? Or just a lovely example of art-deco aircraft design? It would be an awesome sight to see a quarter scale Vega flying over KAMS. - Ed)

Sources:

"The Last Explorer" by Simon Nasht (Hodder)
<http://www.fantasyofflight.com/aircraftpages/vega.htm>

Lockheed Vega



Pix Pages..

Some Photo's from the Twilite BBQ and Fly-in Courtesy of Garry Turna and Joe Luxford. As you can tell from these photo's, it was a magnificent evening, with most of them being taken at about 8:00pm. The light was good enough to fly by until at least 8:30pm.



Clint prepares the CAP 580 for another show.



Greg McLure and Ian Johnson fly as the sun sets..



..And here's what they were flying!

KAMS GLIDER PILOTS DO IT QUIETLY.

Club Glider comp December 9th 2006

The glider comp started as usual with a pilots brief, ten pilots gathered around, while the CD, attempted to explain something quite different to our normal comp rules. Basically the pilots would have had to complete three tasks by the end of the day. Pilots would have to nominate which task they would like to attempt first, taking in consideration the weather conditions, they also could choose to fly in any order.

The tasks to complete were quite simple, a 5min flight, 7min flight, and a 10min flight, with a spot landings and no working time, fliers were not allowed to change tasks when launched, no relaunches only line breaks (Geoff D x2), no landing points if you ran over time, record your own times and scores using score sheets provided, No cheating!

Three winches were set up at the right hand of the field and the tapes for spot landings were positioned well clear from the winches (a lesson learnt from WA state champs).The weather was not in our favour all day with the sea breeze blowing at a good rate of knots, causing problems with line breakages and spot landings. During the afternoon all pilots had a great time, with no serious crashes just fun by all. The quality and design of today's gliders are just sensational, pilots in our club are flying the latest and greatest designs glider aircraft such as, Victor, Fazer, Pike superior, Estrella, Eagle, E4, Caracho 2 and 3, Graphite, X21, these are only a few to mention. So if anyone is interested in gliders and doing it quietly, all are welcome.

Final Positions.

Chris Barrenger	1513 points	1 st
Nigel Molyneux	1425	2nd
Stephen Gleeson	1309	3rd
Bill Pettigrew	1143	4th
Simon Watts	1136	5th
Geoff Doughty	1115	6th
Tim Kulluck	1088	7th
Chris Martin	1083	8th
Carl Furfaro	893	9 th
Danny Hales	854	10th

Chris Martin - CD



Stephen Gleeson and Geoff Doughty prepare to launch Geoff's Fazer. Looks like it was a good day for thermals.

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

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 – 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
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 – 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
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

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**

Contact: Troy Latto 9317 3269 evenings or email latto@iprimus.com.au

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..

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.

NATS ALERT!!!

Perth is hosting the 61st NATS in Dec 2007/January 2008, so put it in your Diary!!!

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 _____