

Slipstream

June 2006



Well, after 3 consecutive months of poor turnout to meetings, we finally had a quorum for May! It's a miracle! Thanks to those members who came along and participated in the operations of the club. We got through a lot of outstanding business and it was refreshing to have some varied opinions. Well done those guys.

A VERY BIG thank you to the Saturday gliding crew for helping wrap and stamp the hardcopy Slipstream last month. With one notable exception, all the Glider folks pitched in and we had 70 magazines ready to post in a little less than 15 minutes (this normally takes me 2 hours on my own). I hope this association will continue in to the future.

Slipstream Advertising

I am now making paid advertising available in this magazine. This initiative is to help defray some of the costs and provide members/businesses with some targeted selling opportunities. Cost structure is yet to be finalized but it will probably be similar to Windssock – or slightly cheaper. Advertising is not limited to R/C or modeling subjects and can be used by members to promote their own business or products. **MEMBER TRADING POST ITEMS WILL REMAIN FREE OF CHARGE!** Please support the businesses that support your club and your club magazine.

Deputy editor Required – No experience necessary!

I am looking forward to editing your club magazine again next year. Personally I find the job quite rewarding but am forced to acknowledge that through work and family pressures I may not be able to continue indefinitely. Therefore, I am offering one of you the opportunity to learn the ropes and become the co-editor of the magazine with me. All you need is an email address, a PC running WINXP, OFFICE 2000 and a printer. Please email me at latto@iprimus.com.au if you would like to know more.

Troy Latto – Editor

latto@iprimus.com.au

KAMS at AMPRA – Cohuna, Victoria. June 9 -12



On the grid for F400 – Cohuna, June 10. Luxford pic.

For those of you who know me it will come as no surprise to learn that I am VERY passionate about the sport of pylon racing. Its something that got in to my blood a couple of years ago and now seems to have consumed my whole modeling life – not that I am complaining! Shelves that were once filled with sports models and combat planes are now gradually being replaced by sleek racers and failed offerings to “The God of speed”. So when Smokin Joe Luxford rang me a few months back and asked if I would like to go to the AMPRA National Championships with him I jumped at the chance!

This year AMPRA (Australian Miniature Pylon Racing Association) was holding their annual National titles at Cohuna in NE Victoria on the 10th – 12th of June. The event was also going to be one of two selection events for the team to go to the USA for the F3D world champs in Muncie in 2007. The best of the best would be there vying for the right to be selected and the racing promised to be fast and close. AMPRA were also holding F400, QM and Quickie 500 events at Cohuna this year so Joe and I built our boxes, packed our models and jumped on the flight to Melbourne on Thursday 8 June for our first ever AMPRA.

At this point I should add that I have never traveled by air with model planes before so it came as a shock to me when my careful preparations went awry at the checkin! The security dudes would NOT let me go onboard the aircraft with the fuel tanks in my cabin luggage! I had received info that if the tanks had been removed from the model and washed with water that this would be acceptable. It turns out that this was NOT the case and that they should be brand new or in the checked luggage – a trap for the unwary! Any way it was all sorted out by the friendly QANTAS airport staff and we were finally on our way – 2 hours late due to aircraft technical faults! Not a good omen. We finally made it to Cohuna at 11:00pm that night after a 3 ½ hour plane journey and 3 hour drive through country Victoria. Aircraft were unpacked and assembled ready for an early start.

Cont page 4..

FROM THE EXECUTIVE...

Minutes of KAMS GENERAL MEETING held 17th May 2006. 25 members present.

Meeting opened at 8pm with 25 members present.

Apologies Ian Johnson, Margaret Pettigrew, Graham Hewitt, Ken Heinz, Ross Duncan.

Acceptance of Minutes. Last meeting minutes accepted as per Slipstream.
Moved : Chris Jones *Seconded* : Eric Gooch *carried*.

Correspondence Nil

Financial: Details as per Committee report in May Slipstream. *Moved* : Ken Greaves *Seconded*: Troy Latto *carried*. Summary of accounts:

General A/C \$16,431
Bonus A/c \$4670
Total \$21,101

Calendar of Events as shown in May Slipstream confirmed.

Wings: Congratulations to new Bronze Wings by Alan Thompson, John Calvert and Daniel Heinz.

New Members: Nil

Field Report

Sand has arrived to level pilot's area for the pylon circuit. Ten more boxes for sprinklers have been installed. Further burning off in drains done - thanks to Peter White for help

AWA Report

Proposal from SWARMS that AWA purchase their field as a State field. Re-zoning plus other considerations were discussed.

Red Bull air races- IMAC desire to give display at these races and need other models for a static display.

MAAA propose to install hard runways at Albury/Wodonga in NSW to hold all Nationals there.

The flying sites investigated by AWA Officers have progressed a step further, and nearer allocation for aeromodeling.

General Business

Fee renewal to include form for members details, to update KAMS list. *Moved*: Chris Jones *Seconded*: Malcolm Sweetman. *Carried*.

Membership card to be issued upon receipt of fees, to be worn at field. *Moved*: Roy Scott *Seconded*: Bill Pettigrew. *Carried*

Bank Deposit method of payment not available this year. A second advice of the Constitution changes to be moved at the AGM was given.

AGM is on 21st June at 8pm. Form for nominating Office bearers was in May Slipstream and should be in to Secretary ASAP at

25 Tuart Road
Lesmurdie 6076.

When gliders and power models fly together in a general flying session the Safety By Laws must be observed.

Congratulations to Tim Kullack who is an Australian Rep on the F3B World Championship Team in Switzerland in 2007.

Meeting closed at 9.10pm

How to Re-kit a C5 Galaxy..



MINUTES OF KAMS Committee Meeting held 5/6/2006

Present: Neil Giggins, Peter White, Ken Wansbrough, Joe Luxford, Eric Gooch. Apology from Ian Dixon.

Correspondence - Nil

Financial Report

| | |
|------------------|---------|
| Opening Balance: | \$16431 |
| Income: | \$1040 |
| Expenditure: | \$1689 |
| Balance: | \$15781 |

Calendar Of Events Listed in May Slipstream for June and July confirmed.

Wings: Nil

New Members: Philip Morton, Matt Rosa, Les Wyee. These members accepted early readiness for year commencing 1st July.

Field Maintenance

Further burning of drains has been done.
More sprinkler boxes installed.
Thanks to Mark Easton for using his machine to spread sand at pylon pilot area.

General Business

Requests for a wind direction indicator additional to the windsock above the shed. The Society will issue ribbons to pilots for attaching to Tx aerial.

The design for the cards to be worn at field by financial members was approved. Design of record card to be completed when members pay subs was presented and approved

Fee structure for 2006/07 was discussed and a recommendation for AGM determined. Final figure awaits AWA decision.

Vic Longbon's wife, Julie, has expressed a wish that an award remembering Vic be arranged. This sentiment has also been spoken of at the club. A proposal that the award be made at Warbirds Over Mundijong' event, will be put at next meeting.

Possible improvements to shelter shed and pits was discussed and will be described for discussion at next meeting.

All Committee members, with the exception of Eric Gooch, have been nominated for re-election at the AGM.

Meeting closed at 21.40 Hrs.



That's not Low!!

FEES 2006-2007 FROM THE TREASURER

Hello everyone. As this year draws to a close thoughts begin to turn towards the new flying/financial year which starts on 1st July. This is what I do know:

AWA does not meet until Monday 12th June and therefore the MAAA/AWA component of fees will not be known until after this date.

KAMs members will vote on the KAMS component of fees at the AGM on Wednesday 21st June.

The fees for members for 2006-2007 will be set at the AGM.

On payment of fees for the forthcoming year members will be issued with a yellow name card which will identify those who have current insurance. Please wear this card at the field as it helps both new and older members to get to know each other.

As current insurance ceases on 30th June members cannot fly at KAMS field until 2006/2007 fees are paid.

Payment by direct debit to the KAMS Kalamunda account is not available for 2006/2007. This is because the Committee needs to bring records up to date and to issue the 2006/2007 documents directly to members.

To make payment easier for members I will attend KAMS field on Wednesdays, Saturdays and Sundays between 10am and 1pm for the next month to collect fees. Alternatively members may pay at the monthly meeting or pay at my home address at 14 Ansellia Loop Canning Vale (94564800) if you live close by (ring first).

Call me on 94564800 if you have a query.

Peter White
Treasurer.

A word on information gathering...

The treasurer and committee would like to take this opportunity to assure members past and present that ANY information (names, email addresses etc) given to the society and kept on record WILL IN NO WAY be misused or distributed to individuals and organizations outside the society except where there is an obligation to do so (AWA, MAAA). Any member is able to view their own personal information at any time by contacting the treasurer and organizing an appointment.

KAMS respects the rights of all members to privacy and will endeavor to secure all information from outside sources.

From page 1..

Friday dawned and we were off to the field for a day of tuning and practice. The Cohuna field is well over 30 years old and is a stretch of flat grass next to the town airstrip. The club hosted the first ever AMPRA event in 1977 and are very proud of that fact. They have a cozy onsite shed with closed in pergola and excellent kitchen facilities. The pot belly stove was in much demand as the temperature plummeted over the next 2 days! The entire club membership of twelve, plus helpers, turned out to run the event. they provided timers, lap counters and catering services to all pilots – all highly valued by participants! Joe and I practiced as much as possible, getting used to the conditions so that we would feel comfortable when the racing started in earnest. Joe was going to compete in the F400 event for the first time with his Nelson QM40 powered “Sumptin Else” and it was to be my first experience as a caller in the same event so we were both on very steep learning curves. As the day progressed more and more pilots from all over the Eastern seaboard rolled up and began their preparations. Soon the scream of piped MB40 engines shattered the still morning air as competitors tuned up in the dusty, humid conditions. We finally left at dusk, having burned through 2 liters of fuel and gaining some valuable air time. The next day would see the FAI and F400 boys strut their stuff.



Viper and Taipan ready for action..sadly they never saw much.

Saturday was slightly overcast with a gentle wind from the south east. The course was laid out and CD Nerida Matthews gave the pilot brief. No less that 29 pilots had entered the F3D event and 18 in F400! This was the biggest turnout for an AMPRA champs in many years. Due to the high numbers, the time between heats had to be shortened as we were committed to running at least nine rounds of each class (F3D, F400, Q500 & QM). David Axon took on the task of organizing the pilots in to ready boxes which kept the event running at a very rapid pace. F400 and F3D were to be run in successive rounds, with some pilots competing in both.

We were in heat four of round 1 of F400. Unfortunately we were a non-start as the engine was too lean and cut on the launch. We had a couple of non-starts thereafter due mainly to our lack of experience with the engine and competition nerves. The howl of 4 Nelson engines on the start grid is deafening and the aircraft move so fast that you need your wits about you to avoid other aircraft and fly a consistent line. Subsequent rounds saw us get in the air and post times. Joe managed a personal best of 81.89 seconds in round 3 which was excellent. He also finished the F400 comp with model intact and gained valuable competition experience. I learned the basics of Nelson QM40 engine management on the start grid and the value of checklists!

The F3D boys had their machines cranking, with the top three pilots all posting at least 3 times below the sixty second mark. World Champion Chris Callow held the fastest time in the competition of 57.46 seconds for 10 laps which is only slightly above the world record.

Saturday evening was AMPRA AGM night and we all gathered at the Leitchville Pub for a meal and discussions on topics effecting racing in Australia. Office bearers were elected and lively debates held on rules and development issues. It was also a relaxed way to meet and talk racing away from the pressures of the competition field.



Author admires Mark Hunt's Napier Heston F400 racer

Sunday was the final day of competition for F3D and F400. The wind was stronger and from the South West, so the course was changed to reflect the differing conditions. It was also VERY COLD!!!!!! 10C at 11:00 am!! The wind chill factor made putting your hand in the Slipstream while tuning an engine a finger numbing experience. The wind also played havoc with the F3D fleet as gusting upset a lot of the pilots coming out of pylons 2 and 3. At least 3 aircraft crashed and disintegrated at high speed and two had one of the most spectacular mid-air at pylon one I have ever seen – both aircraft written off in a split second. At the end of the day Chris Callow was declared AMPRA F3D Champion of 2006 with a score of 412.7. Chris was the outstanding pilot of the meet and as world champ immediately qualified for the team to Muncie next year. Veteran racer Ranjit Phelan was runner up with 423.2 and Chris Graham was third with 423.3 – now that's extremely close racing!

F400 was also decided on Sunday with the results more clearcut. Andrew Davies was declared winner with 495.7 points and a fastest time of 67.7 seconds. Bruce De Chastel was second with 501.8 points and Mark Hunt third with 581.3. Joe Luxford was a creditable 14th with 940.2 in his first ever F400 event.

By the time Monday rolled around most of the pilots had left for home but a few diehards stayed on for the QM and Q500 events. The weather was Idyllic: clear skies and negligible wind but the frost on the ground early on told the tale – another VERY COLD day!! This time I was to fly in Q500 with the Viper I had brought all the way from home to compete with. Murphy's Law was in full application over the weekend with the Viper going U/S on three occasions and requiring repair. Joe unfortunately broke his Taipan the previous evening while test flying so it was his turn to be my caller for the day. After a lean run in round 1, I posted two average times before ending my AMPRA campaign with a bone shattering mid-air in round 4 that demolished both aircraft utterly. Oh well, that's racing.. I still managed to place fourth behind Tom Weatherill (1st), Darren Martin (2nd) and Robin Gray (3rd).

The QM boys had their turn on Monday as well. These little speed machines are powered by piped .21 sized Nova-Rossi buggy motors and are basically mini-FAI models. Ranjit Phelan took out this event in convincing fashion with a score of 400.3 that included a new world record of 56.06 seconds in round 6. Brian Steele and Glenn Mathews rounded out the top 3.

On the whole, while the flying campaign was not highly successful, the WA contingent learned a great deal about what it takes when traveling to compete. Much valuable info was gathered and excellent contacts made so the weekend was more than worthwhile. I had a great time and am looking forward to returning to Cohuna next year for AMPRA 2007!

Text: Troy Latto. Pics: Joe Luxford.

59th Nationals Held at Southern Soaring League Milang Adelaide
On the 21st of April



Tim Kullack, Evan Outtrim and myself flew to Adelaide, complete with models, to compete in the 59th F3b nationals, held on the 22nd, 23rd and 24th of April.

The competition consisted of six rounds of three different tasks: duration, distance, and speed. To achieve a placing in the top ten of duration you need to have a maximum flight time plus a landing of one to two meters.

Competitors traveled from N.S.W. Victoria, Qld, Tasmania, New Zealand and even Holland! The first second and third positions of these nationals have the opportunity to represent Australia in the world Championships to be held in Switzerland in 2007. By the end of flying on Sunday Tim and Evan were both doing well, with Tim in Fourth position.

Tim and Evan were both flying Estella's, I flew my Fazer which had an argument with a tree on the first day. After repairing the wing that night with aluminum foil obtained from beer cans etc, the next day I flew in the distance task only to have radio trouble, which made the small crack in the fuselage larger and put me out of the competition



Made from Beer...

The distance task consists of flying as many laps of a 150 metre course in a four minute window , which Evan did the most laps of the competition: 28 laps in total.

The final task is speed which consists of four laps over 150 meter course, average times were 18 to 19 seconds to fly 600 meters. Evan achieved a time of 16.1 seconds only to be beaten by Mike O'Reilly who managed a personal best of 15.9 seconds.

There was one other competitor from W.A. Chris Berringer who lives in Bunbury, he drove to Adelaide to compete in F3J , hand launch, F3B, and 7 cell electric, he came eighth in the F3J , fourth in the hand launch, and sixth in 7 cell.



The Lineup at Milang...some serious gliding hardware there!

By the end of the three days flying the top four placing's were:

| | |
|----------------------------------|--------------|
| 1st John Skinner (Tas) | 14512 points |
| 2 nd Nic Chabrel (SA) | 14485 points |
| 3 rd Tim Kullack (WA) | 14466 points |
| 4th Mike O'Reilly (SA) | 14399 points |

All that separated the top three was 46 points. Personally I gained a lot from this competition. Many thanks also to Tim and Evan for making my weekend enjoyable!

Congratulations again to Tim on a job well done.

Danny Hales.

(Thanks for the report Danny – Always good to know when KAMS members are involved in competition outside the state...ED.)

The Veteran



It was a typical airshow crowd. Enthusiasts in flight jackets covered in squadron patches mingled with families and spectators. Aircraft old and new thundered overhead in the hot, dusty sky accompanied by bursts of tinny music or a distorted voice making inane comments over an inadequate PA system.

The static aircraft display area was popular with the crowds and they milled around the parked exhibits like ants around a downed bird. Rust streaked Hangar doors stood ajar, like the mouths of ancient caves. Shadowy behemoths with dust covered wings crouched in their depths. Camera's flashed and tourists posed. The owners and crews of the lovingly restored machines guarded their charges from unwelcome attention while answering the many questions from the enthused and bemused.

An old man hobbled among the crowd, his bent frame supported by a much worn wooden stick. He was thin with age, his wispy silver hair combed back and greased down in the fashion of his times. The well pressed suit and the black leather shoes were well worn but both buttons and shoes shone with the polish only an old soldier could produce. Like the man, the suit showed its age – but neither showed signs of neglect. He paused at the various displays, his rheumy eyes distant, as if trying to piece together a puzzle or a recall a dusty memory.. As he got to the end of the line he paused and gazed upward at the final exhibit. The sunlight glinted off the paintwork and Perspex, dazzling him momentarily. Passers by, if they cared enough to look, may have seen a tear in the corner of his eye as he shaded them from the powerful rays that shimmered off the familiar lines..

The old man stared at her. She was beautiful, graceful, menacing. A creature that dealt death, yet to him represented life. A machine that lived and yet was dead - until he touched her. A touch that could thrill, or kill, with equal passion. Even now, after all these years, the sight of her made his limbs tingle. The thunder of her 12 cylinder engine still resonated in his veins, the pattern of the stick was embedded in his palm and the smell – that beautiful, distinctive smell – was forever caught in the corridors of his memory. She stood there silently, aloof, challenging. He loved her.

The years roll back like newspaper in the wind and he stands before her again in a different time and place. The crowds are gone – replaced by a green windswept field. He looks down to see not an old suit and black leather shoes but a blue battle dress uniform and sheepskin flying boots. In his hand is a helmet and parachute. In front of him is his destiny. She challenges him across the years – her beauty and her terror draws him still. Hesitantly he reaches out to her and is rewarded with that satisfying electric thrill of metal on skin. He mounts her wing with gusto, enters the cockpit, caresses the controls and she roars in ecstasy as life enters her delicate frame.

Together once more, they thunder across the field in glorious gestalt, their wings flashing in the mid-summer sun as they climb to the vaults of heaven. The man has given the machine his life, the machine has given the man her power. Together they are invincible as they whirl and scream through the firmament smashing down those who would challenge their union. They join together as one flesh and man becomes machine becomes man: and for that short, exquisite, time neither want to exist without the other.

When it is over, they are both exhausted. The machine must rest and so must the man. He has given his life to her and her power is spent. As one they descend with the evening and alight softly upon the emerald surface. He stumbles from the cockpit and lies on the grass as the engine cools; it's ticking soothes him and he languidly closes his eyes. His joints ache, his mind is numb from the throbbing of the engine and sweat bathes his body. Blood pounds through his veins like a stampede of 1200 horses. He glances over to see a walking stick lying next to his right hand and wonders how it got there...

The years roll forward again. The grass is brown and dusty, flattened by hundreds of shuffling feet. A crowd has gathered around him and a man in black and white talks but he can't hear anything – the roar of the engine still numbs his ears. She looms above all of them, silent and oblivious.

At that moment he hates her more than anything he has ever known. He gave her life and like a vampire she drew it from him and left him a broken husk! He gave her everything and yet she abandoned him to grow old and die! Its wrong that she survives so long when her lifespan was once measured only in days. When I am gone she will go on in the hands of another suitor – ageless and shameless.

His hatred is bitter but lasts only a fleeting moment. They had their time together – a time like no other. A time that has now passed in to legend and can never be repeated. She did what she had to do, as did he. They used each other and moved on. What good can come of hatred now?

The man in the black and white uniform helps him to a seat in the shade of her wide, elliptical wing. A boy dressed in a flight suit squats beside him, gives him a drink and asks about his life. The man nods and gives a few answers but otherwise pays no heed. She has reached out to him again, offering him protection beneath her wing. He reaches up and strokes her gently with a gnarled hand. How can anyone hate something as beautiful as her?

Troy Latto

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.

June

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

July

| | | | |
|----|-----|------------------------|------------|
| 2 | Sun | OT, STATE | 9am – 1pm |
| 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 | IMAC | 1 – 5pm |
| 4 | Mon | Committee Meeting | 8pm |
| 16 | Sat | COMBAT | 1 – 5pm |
| 20 | Wed | General Meeting | 8pm |

October

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

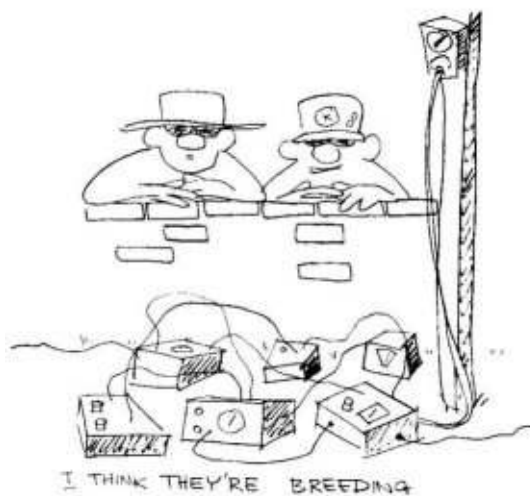
November

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

December

| | | | |
|----|-----|------------------------|------------|
| 3 | Sun | SCALE RALLY | day |
| 4 | Mon | Committee Meeting | 8pm |
| 9 | Sat | GLIDER | 1 – 5pm |
| 16 | Sat | COMBAT | 1 – 5pm |
| 17 | Sun | Twilite BBQ and fly-in | 4pm |
| 20 | Wed | General Meeting | 8pm |

KAMS KARTOON KORNA..



Trading Post..

| | |
|---------------------------------------|-------|
| 2 x JR Quattro RC Sets, near new (ea) | \$150 |
| 1 JR standard 4 ch set | \$100 |
| 1 Futaba Attack 4 RC set | \$100 |
| 2 new Futaba Skysport 4 (ea) | \$100 |
| OS 46FX (hardly used) | \$100 |
| 6 minute KSB Timer (new) | \$50 |
| Super Decathlon with 4 servos | \$100 |
| Pilot Cessna (35 size), New | \$200 |
| ¼ Scale Auster Kit (started) | \$200 |
| OS 52 4 Stroke, used once | \$225 |
| Robart Incidence Meter | \$25 |
| Prop Balancer | \$20 |
| Sealing Iron | \$25 |
| Floats for 1/6 scale plane (new) | \$30 |

1916 Albatros DVA ¼ scale 89 inch Span. This is a PROCTOR KIT and was one of the best available. Cost well over \$3000 but am willing to negotiate a fair price with suitable modeler.

Various spares and accessories (props etc) as well as ¼ scale German and British WW1 markings at half price

Contact: Terry Royan 9399 7132 Evenings

One OS46FX perfect condition \$100.00

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

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

ET Racing Dago Red kit. \$200.

Contact: Garry Turna 9405 2069 Or Mobile 0407 423 553

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

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:

Malcolm Retallack (Manager): 0418 943 539

Hours: 08:00 – 14:00 On whatever days he feels like Working. Other times by appointment.

SLIPSTREAM DEADLINE:

The deadline for submissions is the ***Wednesday prior to the monthly meeting.***

Your Committee for 2005/2006

President: Neil Giggins

Telephone: 08 92932735

Email: nrg7@ausconnect.net

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Email:

Treasurer: Peter White

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Slipstream Editor/Webmaster: Troy Latto

Telephone: 08 9317 3269

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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.

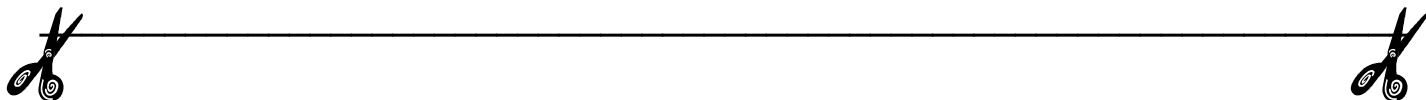


I would like to apply to be an RC Flying Instructor. I am prepared to instruct the following flying disciplines: (please tick as many as you require).

- 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 _____