

Slipstream

November 2006



Well, October/November was a busy period for KAMS members! Warbirds was the obvious highlight and by all accounts was a very successful event. Congrats to the organizers and all pilots who brought warbirds to KAMS in what has become a premium event on the Western Australian modeling calendar.

Members were also represented at other events, with SWARMS hosting the pylon and combat SIG's over the weekend of 21/22 October and the Glider folks enjoying their allocated afternoon. The field maintenance weekend was also well attended and the field will look a treat once all the grass has regenerated. Thanks to the organizers of this important event in our calendar. The only thing we all seem to agree on is that the field is our most important asset and needs constant care and attention to keep it at its best.

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.

Are you payed up?

A friendly reminder from the committee that if you haven't renewed your KAMS membership you are NOT permitted to fly at KAMS. Even if you are now a member of another AWA affiliate club you are not permitted to fly at KAMS unless you are participating in a club sanctioned event or you have been invited. We have a three visit policy in force so you must join the club to keep flying once your casual visits are exhausted. Members: please make sure your flying guests sign the visitors book. Please see Peter White if you need to know any more.

Editor's job – still up for grabs!

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

Troy Latto
Editor.

Spectrum 2.4GHz Equipment

At the October 2006 General Meeting, it was agreed that KAMS would permit the use of Spectrum 2.4GHz equipment at the field.

This frequency has been approved by MAAA and may be used at the field in accordance with KAMS operational rules and the manufacturer's recommendations.

Both 2.4GHz and 36MHz can operate simultaneously, without interference.

A supplementary keyboard has been provided for 2.4GHz users. It has ten slots and accepts standard 50mm (2") keys. However, neither the slots nor the keys have specific frequencies marked on them because Spectrum equipment does not use set frequencies. Each time the Tx is turned on, a frequency scanning system locates, and locks on to, an unused frequency in the 2.4GHz band.

Although 2.4GHz keys do not have specific frequencies marked on them they still need to be identified as being for 2.4GHz operation and have the owner's name on them. **Normal operating procedures apply and a 2.4GHz key must be placed in the keyboard before a Spectrum Tx is switched on.**

Currently, the Spectrum system does not have the same range as 36MHz equipment and the recommendation is that it be used only in 'park-fly' aircraft.

NOTE: Spectrum is the ONLY equipment that has been approved for use at the KAMS field.

Snake Tales part 2

Eric Gooch and members of our regular field maintenance crew have spotted several snakes in the vicinity of our outfield and buildings recently. Summer is the most active time for our reptilian friends and we must all take great care when moving around KAMS during this time. The swamp area at the entry to our field is a natural hunting zone for snakes as it is full of rats/mice/frogs/quenda's which all form the staple diet of your average joe blake. It's also a little known fact that most snake bites occur when the victim attempts to kill the snake and it strikes to protect itself so STAY AWAY FROM THEM and let others know when/where you saw it so we can all avoid injury and not harm the wildlife. Clearing of weeds around buildings, picking up sheets of tin and standing unused pipes upright will deprive the snake of a hiding spot as well as beautify the field. Try to wear long pants and boots and always watch where you walk!

Red Bull air race links:

Here are a couple of websites offering info on the air racing over Perth Water on November 17, 18 and 19:

www.redbullairrace.com

[Red Bull Air Race and Festival – Perth, Western Australia 17 – 19 November 2006](#)

FROM THE EXECUTIVE....

MINUTES OF KAMS GENERAL MEETING HELD 18th Oct 2006 at RAAFA Bullcreek

Meeting opened at 8.03 with 19 members present.
Apologies: from Graham Hewitt, Peter Francis, Mark Giggins.

Welcome extended to Sandra Bishop, mother of James Bishop.
Minutes of last meeting taken as published. Moved Frank Jensen
Sec Ian Johnson and Carried

Finance:

Opening balance	\$22447.00
Income	908.55
Expenditure	4677.68
Balance c/fwd	18677.87

Moved Financial Statement be accepted **seconded** Chris Jones
Ross Duncan and CARRIED

Correspondence: Nil

Wings: Bronze to Philip Morton, Richard Bloor, Nathan Grech,
James Bishop, Charlie Chua, Lewis Jee. Congratulations to you
all.

Calendar:

6/11	Committee meeting	7.30
12/11	AWA Free Flight Scramble	4-5
18/11	IMAC	1-5
15/11	KAMS Meeting	8pm
26/11	AWA Gliding event	gam
3/12	Open Scale Rally	9am
4/12	Committee Meeting	7.30
9/12	Gliding	1-5
16/12	Combat	1-5
16/12	Christmas BBQ	4pm on
20/12	KAMS Meeting	8pm
End of Calendar for 2006		

For 2007 Calendar bring along proposals to next meeting.

General Business:

* New members Nathan Grech, Peter Jones, Lewis Jee were
welcomed.

* Run Off area each side of cut surface. Work reqd assessed by
Committee on 8/10. Two lengths of drain each 25metres need
pipe, blue metal and fill. Decided to get quote for these, and for a
contractor with equipment.

* Motion re 2.4GHz use at field. Moved Joe Luxford sec Peter
Francis that 2.4MHz aircraft be allowed to fly at KAMS field in
accordance with MAAA policies and KAMS rules-carried.

* Facilities upgrade- eight submissions for Committee to
consider, and put a proposed plan to members.

* That sprinklers and other equipment be bought- moved Chris
Jones Up to value of `5300. seconded Ian Johnson and Carried

* Article on 2.4GHz gear to go into Slipstream-Roy Farren to
write.

Contd..

* Warbirds- Ian Johnson showed beautiful Perpetual Trophy of
framed copy of Vic's painting waiting to have winners names
added each year. Also smaller framed picture for winner to
keep.

Moved Troy Latto **seconded** Eric Gooch that payment of
\$674.00 be made for these pictures-CARRIED.

Moved Troy Latto **seconded** Eric Gooch that account for
KAMS brochures be paid to Ian Johnson, \$330-carried.

Entry road repair. Quotes for road base received. As this will
be a bigger job than first intended, a contractor sought.

Meeting closed at 9.10. Next meeting on 15th November at
8pm.

Minutes of Committee Meeting held 6th Nov 2006.

Present Neil Giggins, Ken Wansbrough, Peter White, Ian Dixon,
Joe Luxford, Tim Kullock.

Invited to attend were Pat Pinder and Richard Bloor.

Correspondence: Nil

Finance:

Income	\$3171.40
Expenditure	\$2479.17
Bal of Cheque Acc.	\$19370.16

Calendar:

12/11	AWA F/F Power Scramble	4-5
18/11	IMAC	1-5
26/11	Glider State event	9am
3/12	Open Scale Rally	9am
9/12	Gliding	1-5
16/12.	Combat	1-5
16/12	Christmas BBQ	4pm on

The Calendar for 2007 was discussed and the draft to go to the
next meeting on 15th November at 8pm.

General Business:

* New members - in this case it is past members re-joining,
being Les and Jason Murphy.

* Improvement of run off area. Offer from Mark Easton to lay
pipes in drain and fill level afterwards. KAMS to buy blue metal
to lay around pipes.

* Facilities upgrade- the submissions from members reviewed,
and will be considered in drawing up a design to be presented
to members for further discussion.

CHRISTMAS BBQ

This seasonal function will be a bring your own everything
catering event, however tea, coffee and cool drinks are
available from the canteen. This enjoyable wind up to the year
is always great fun night, so mark your calendar and come
along.

There being no further business, meeting closed at 9pm.

7th Annual "Warbirds Over Mundijong"

The second last Sunday in October means a lot to us warbird fans and this year probably even more-so.

This year, the Scale Society of WA 'Warbirds Over Mundijong' saw 29 pilots and 50 aircraft at KAMS for a day that each year is growing into one of the showcase events on the AWA calendar.

The event this year was held in memory of Vic Longbon, a pioneer of warbirds day, who sadly passed away in April. Vic was a master aeromodeller with skills many of us in the scale fraternity can only aspire to. He successfully represented Australia at two World Championships, attended numerous Australian championships and won more state titles than most. Vic's models were scratch built museum pieces which he brought to KAMS and other clubs on most weekends and flew the wings off them. None of Vic's models were hangar queens.

A magnificent trophy featuring a print of a painting of a Spitfire done by Vic (he was also a fine artist) has been kindly donated by KAMS in Vic's memory and is presented as a perpetual award. The winner of the "Vic Longbon Memorial Trophy" also receives a smaller framed print of the painting to keep. This event is not a contest, essentially being a scale rally that only features warbirds, but three judges evaluate all models and flying. The model judged as well presented and well flown on the day receives the trophy.

The weather gods were reasonably kind to us with overcast conditions and a gentle south westerly at about 8 knots. Pilot briefing was held around 10.15am with hostilities starting immediately after. The first in the air were Greg McLure with his "Those Magnificent Men in their Flying Machines" Antionette, Richard Bloor flying his Avro Triplane and Ian Johnson flying his Urdley Billing. These small models all feature small four stroke motors and make a great sight puttering around together.



Quickly, there were models from all theatres of conflict taking to the sky. A large Pfalz D12, Albatross DIII, and Eindecker from WWI, plenty of pre-WWII trainers like Tiger Moths, a small Boeing Stearman plus two large PT-17's which were magnificent. Plenty of marvellous WWII models were there as well. There were six P-40 Warhawks, a couple of Hurricanes and Spitfires, three P-51 Mustangs, two Zero's, an F4U Corsair, F6F Hellcat, P-47 Thunderbolt, a Grumman Marlet and a Mitchell B-25. From the Korean War we saw an F9F Panther and F-86 Sabre and from more recent times a SF 260 Macchi, a Cessna Bird dog, Two T28B Trojans, two F-15 Eagles, a General Dynamics F-16 and an L-39 Albatross which were all turbine powered. There was also a small electric Sukhoi SU-27 Flanker making some terrorizing passes.

Also present on the day were members of Vic's family. His lovely daughter Jade and her partner attended as did Vic's brother Alan and his family. It was great having them there to see the event Vic helped develop and to jointly present the Vic Longbon Memorial Trophy to Greg McLure for his Grumman Martlet. Alan said that Greg's plane and his flying skill demonstrated what warbird flying is all about.



The quality of the models, the skill of the pilots and the running of the event showed a healthy sign for aeromodelling in Western Australia. If you would love to attend next year's event mark the second last weekend in October in your diary now. It's no contest, just a whole heap of warbird fun. We would love to see you there. Any warbird is welcome.

Special thanks must go to the supporters of the event. Steve Houlahan from Discount Hobby Supplies and Scott Kerrison from Ace Models have kindly donated prizes from our first year ensuring each pilot receives a small gift for entering. Please support the businesses that support our hobby.



Also, a big thank you to the committee and membership of KAMS for presenting a spectacular field and facilities and for letting us host the event. And to all the helpers on the day, without whom we wouldn't have an event, a big thank you.

See you at "Warbirds Over Mundijong 8" next October.

Ian Johnson

Warbirds pics from Ian Johnson



Briefing time..



Peter Easdown's "Whistling Death" on a strafing run



Ken Greaves opens diplomatic relations with P40



Greg McClure shows how warbird flying is done..



The Lineup on the Apron. Nice pair of T28's..



P47 , PT17 and Me108 looking pretty..



Ken Wansborough Tunes up the Spitfire..



F15 on short final..

SWARMS PYLON REPORT

The SWARMS field hosted a pylon competition on Saturday 21.10.06. Joe Luxford and Troy Latto brought the timing gear and lights down from Perth for the day and raced with the SWARMS members.

The locals who tried their hand around the pylons included Ian Clapp, Roy Warren, Kerry Forsythe and Paul Dodge. Scores for the day were:

Pilots	Score	Heat 1			Heat 2			Heat 3			Heat 4			Heat 5		
		Time	Cuts	Pts	Time	Cuts	Pts	Time	Cuts	Pts	Time	Cuts	Pts	Time	Cuts	Pts
21.10.06 at SWARMS				0			0			0			0			0
				0			0			0			0			0
Joe Luxford	379	94	1	103	89	1	98	86	86	DNS	200	92	92			
Troy Latto	395	DNF		200	110		110	94	94	92	92	99	99			
Ian Clapp	495	129		129	119		119	123	123	124	124		0			
Roy Warren	635	157		157	138		138	140	140	DNS	200		0			
Kerry Forsythe	651	180		180	146		146	162	162	163	163		0			
Paul Dodge	729	DNS		200	129		129	DNS	200	DNS	200		0			
Larry Allen	800	DNS		200	DNS		200	DNS	200	DNS	200		0			

Larry Allen and Ian Clapp dusted off their very nice looking Cheetahs for the comp. Larry Allen unfortunately had engine problems that kept him on the ground all day. Ian's Cheetah was as quick in a straight line as the Quickies flown by Troy and Joe.

We introduced Roy Warren, Kerry Forsythe and Paul Dodge to pylon on the day. They flew their sports aerobatic models around the course and had a ball.

Talking of the course, we had no difficulty setting out the short course at SWARMS at all. In fact, its an excellent field for running pylon races. Even the cows were interested in the No. 1 pylon which was out in their eating area.

And after the challenges we had setting the lights and timing gear up at KAMS last comp, it only took us about half an hour to set everything up ready to go. Larry had 50mm PVC pipe made up for pylons which were sat over star pickets. This arrangement worked very well. The timing gear didn't miss a trick thanks to the excellent work of Dave Punch, John Knowles and Woody on the buttons.

All in all an excellent day and hopefully we can do it again next year.

Joe Luxford



The lineup..great to see the locals get involved!



Woody, John and Dave – Time keepers



Paul Dodge from SWARMS gets ready to rumble..



And its around the poles we go!!

The October Glider contest.

The glider flyers had been looking forward to their SIG afternoon on Saturday, October 22. The previous SIG electric Saturday afternoon contest in August had been cancelled due to rain. Buckets of it!! Even though all the combatants had turned out to compete in August they all lived in hope that the rain would ease and the contest could be held but it was not to be. However, that time was spent profitably in setting up computer radios and working out other computer/plane problems so all was not lost, just the fun flying part.

The October weather had held all week but come Saturday, gale force winds blew and blew. The man on the telly forecast strong winds moving from the NW to the SW so the winches were placed in a south west position so that as the wind moved they would be perfectly aligned. Of course, the wind did not move so all afternoon we had cross wind launches.

CD Danny Hales called a pilot's briefing for the ten flyers and helpers including one flyer from out of town and said three rounds would be held, three heats per round. A five minute flight was the order of the day with a precision landing. This was easier said than done as it took over three hours to complete the event.

At the end of the day, Chris Barrenger, our out of town guest came first, followed by the C.D. Danny Hales and Geoff Doughty. A few dramas throughout the contest kept it interesting. Nigel Moyelneux kindly offered to retrieve Andy Peryer's brand new plane when it landed way out in the outfield. Stephen Gleeson landed short with an ominous spiked landing but the plane was O.K. and all Stephen had to do later was check that all his rudder/aileron settings were set right. The Pettigrew line broke at least three times so it was eventually stripped off the line and a new line added. Unfortunately for Bill, he fell into the trap of trying one more turn in a small and weak thermal when his plane was a little low and the plane landed in a tree slightly damaging his fuz but the plane was low enough that no climbing was necessary.

At the other end of the scale, Geoff Doughty caught a boomer and had to spiral down very quickly in order to make the time (he did, with one second to spare) and a landing. Although not a lot of lift there was sufficient air that five minutes could be attained; not going too far down wind in order to get back to make landings was the difficult part. All in all, not bad for the prevailing conditions and we are all looking forward to our next contest. Thanks are extended to Patricia Gleeson for giving up her Saturday afternoon to act as our score keeper and to Danny Hales for being our C.D. Congratulations to all our winners.

... and remember. Birds have the ability to both catch and digest food whilst in a thermal. So perhaps with those boomer summer thermals just around the corner, maybe we should contemplate whether our models really do look tasty enough to eat .. to a hawk or eagle that is. A couple of eagles were sighted in the air for a few short seconds but seemed more interested in moving off..

Margaret Pettigrew

(Thanks for the report Margaret. Its interesting to note that the modern breed of high performance gliders allow once marginal conditions to be successfully negotiated. Hope the glider guiders get the boomers they wish for this summer – Ed)

Funny Files

From an article regarding aircraft regulations for operation of aircraft commencing January 1920.
(no guarantee of accuracy - although some of them hold firm today, especially No 21)

1. Don't take the machine into the air unless you are satisfied it will fly
2. Never leave the ground with the motor leaking
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air
5. Never get out of a machine with the motor running until the pilot relieving can reach the controls.
6. Pilots should carry handkerchiefs in a handy position to wipe off goggles
7. Riding on the steps, wings or tail of a machine is prohibited
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk
10. Never run motor so that blast will blow on other machines
11. Learn how to gauge altitude, especially on landing
12. If you see another machine near you, get out of the way
13. No two cadets should ever ride together in the same machine
14. Do not trust altitude instruments
15. Before you begin a landing glide, see that no machines are under you
16. Hedge hopping will not be tolerated
17. No spins on back or rail slides will be indulged
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground as you may crash
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing
21. Pilots will not wear spurs when flying
22. Do not use aeronautical gasoline in cars or motorcycles
23. You must not take off or land closer than 50 feet to the hanger
24. Never take a machine into the air until you are familiar with its controls and instruments
25. If an emergency occurs when flying, land as soon as possible.

In flight Service – Fighter pilot Style!

John "Jack" Bolt, who went to his final reward in 2004, was the only two-war U.S. Marine Corps ace. As a junior officer during World War II, he scored six enemy kills while flying the Vaught F4U Corsair. As a major during the Korean War, he scored six more while flying the North American F-86 Sabre on an exchange tour with the U.S. Air Force. Jack Bolt was a hoot!

During a commercial airline flight several years ago, he was seated next to a young mother with a babe in arms. When the baby began crying during the descent for landing, the mother began nursing him as discreetly as possible. Jack pretended not to notice and, upon debarking, he gallantly offered his assistance to help with the various baby-related impedimenta.

When the young mother expressed her gratitude, Bolt responded: "Gosh, that's a good looking baby... and he sure was hungry!" Somewhat embarrassed, the mother explained that her pediatrician said nursing would help alleviate the pressure in the baby's ears. Jack sadly shook his head, and in true fighter pilot fashion exclaimed, "Damn! And all these years I've been chewing gum!"

(Thanks Mal Sweetman and Ian Dixon for these gems)

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.

November

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
16	Sat	Twilite BBQ/flyin	5pm on
20	Wed	General Meeting	8pm

Scale Pix..



P51, Me108, Corsair and PT17 wait the call to action



Frank Jensen and Alan Longbon swap war stories



Charlie Chua's P51 excites the air show crowd..

Trading Post..

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

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

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

Contact: Troy Latto 9317 3269 evenings or email latto@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 at top of this page

LOST

Vg6000 transmitter missing 635 crystal in slot. Inadvertently left in transmitter pound last Wednesday of the school holidays 11/10/2006

Also 2 aircraft for sale: One Red for \$30, one Yellow for \$50. Contact seller for details..

Any info call James on 0433785575

KAMS Merchandise – Price list and ordering info

Sleeveless Jackets	\$33.00
Polo 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 an order form and return it to the committee so your order can be filled as quickly as possible.

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

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.

SLIPSTREAM DEADLINE: Wednesday prior to monthly meeting. Submissions by email in unformatted text. Pictures un-cropped.

Your Committee for 2006/2007

President: Neil Giggins

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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.

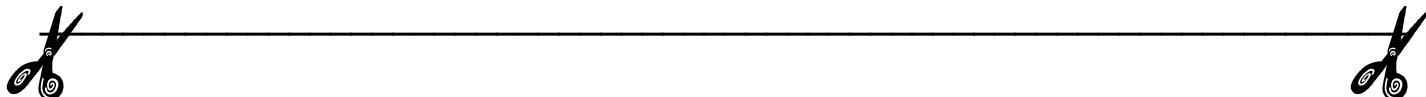


I would like to apply to be an RC Flying Instructor. I am prepared to instruct the following flying disciplines: (please tick as many as you require).

- 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 _____