

Slipstream

The Official Newsletter of the Kalamunda Aeronautical Model Society

October 2007



GET THE MESSAGE? JOIN IN.

FROM THE PRESIDENT'S FLIGHT BOX - N° 4

OCTOBER GENERAL MEETING

The Committee have endeavoured to make meetings more enjoyable and interesting. With this in mind we have arranged for a tour of the Aviation Museum during the October Meeting on Wednesday 17th October. Every endeavour will be made to conduct the business end between 8pm – 8.30pm. The guided tour will take place 8.30 – 9.30 pm and members will be able to wander at their leisure 9.30 – 10pm while they enjoy supper.

MOBILE TELEPHONES

The presence and use of phones in the Pits Area and even on the flying area is a cause for grave concern. Members are requested to comply with our by-laws on this matter.

BUSY-BEE

This year our busy-bee will be held on Saturday 27th only and the field will be closed to flying on this day. It would be nice to see 100 plus members attend and "report for duty" to Greg McLure. Strong footwear is recommended and we ask you to bring a shovel/gloves or other implement.

Please keep a watch out for snakes. Lunch/morning tea will be provided by the Committee. All going well the field should be open for normal flying on Sunday 28th of September.

KAMS WEBSITE

Just the other day I logged on to our site at www.kams.net.au for yet another look. What did take my eye was that in just a fortnight we had taken over 800 "hits" on our site! How's that for interest! And yet again thank you, Jonn Mero for your efforts.

CLUB CALENDER FOR 2008

Joe Luxford has already begun the process towards producing next year's calendar. Individuals and S.I.G.S are asked to liaise and co-operate with Joe on this matter. We hope to have a proposal "on the table" for November to be ratified at the December meeting.

From the Editor:

Further to the President's reference to mobile telephones above, our Secretary, Trot Latto, contacted Ray Datodi, who is on the MAAA Frequency Sub Committee, for some advice. In an exchange of emails Ray advised the following:

*'Re mobile phones Troy, the restrictions are clearly defined in MAAA **MOP045**. In essence there is enough evidence that mobile phones can cause problems when in close proximity to computer **TXs**. The risk is small but it is there! The Frequency Sub Committee recommended that mobile phones are maintained a minimum distance of 2M from a TX. How this is done is up to the clubs since a general rule needs to apply. MOP045 recommends mobile phones be restricted from entering:*

- (1) Transmitter pounds*
- (2) Pit areas*
- (3) Flight lines*

What can happen is that a strong RF signal from the phone could cause programmed settings to change on the TX, ie servo travel could be reversed, with catastrophic results, be it a small risk, nevertheless the risk remains. Circumstances surrounding such a possibility are extremely varied, depending on the TX as to whether the TX body is a metal or plastic one, orientation of the PCB to the phone's antenna at the time the signal from the phone is transmitted and so on.

The MAAA recommendation does not suggest phones be banned from flying fields altogether only from the specific areas identified above.

Best regards

Ray'

You are reminded of KAMS ByLaw 2.14:- (and all other ByLaws)

'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.'

A copy of MAAA 'Manual of Procedures 045' is available at the flying field canteen and on the MAAA website.
www.maaa.asn.au



May not make it to KAMS on 21st for Warbirds.
(Thanks Mal.)

KAMS Committee Meeting Minutes –
October 2, 2007

Meeting Opens: 19:55 With President White in the chair.

Attendance: Ian Dixon (VP) Troy Latto (Sec) Peter White (Pres) Tim Kullack (Calendar) Joe Luxford (committee) Greg McLure (guest)

Apologies: Clint West (Treas)

Secretary's Report

Correspondence In: NIL

Correspondence Out: To AWA stating KAMS reps.

Minutes: Read and accepted

Treasurer Report

Treasurer was not present to provide report

Club Business

New Members: Lyall Bell (Pensioner Member). Lyall's application will be presented for consideration at next General Meeting

Building Program

A Diagram for the kitchen layout has been supplied by architectural committee. No project co-ordinator has been appointed yet. Peter White agreed to be project co-ordinator until such time as one is appointed in order to get project moving forward.

Busy Bee

This event is to occur on Saturday October 27. Greg McLure has identified several essential maint tasks which he will allocate on the day. These include, but are not limited to:

- Retic Flush
- Weeding/Brushcutting around structures
- Maint of carpark and road surface
- Re-organization of shed and pipe storage area

Clint West is to be contacted re: repair of toilet pan in mens toilet. Greg also informed the committee that weed spraying has been completed

Mobile Phones

Members are still operating mobile phones in the pit and flight line areas. This is EXPRESSLY FORBIDDEN in the club BY-LAWS Section 2-14. Briefing will be conducted at the field to reinforce this message.

Road Sealing

Peter White highlighted the poor condition of the entry road and proposed to order 8M of road base to fill pot holes as an interim measure. This was agreed. Ken Greaves to be approached to provide pricing for full road re-surface for the committee to consider.

Retic System

The retic system was discussed at length and it was generally agreed that it was in urgent need of attention. A "Retic Summit" of all members who were directly involved in the planning/install/maint of the retic system will be convened to provide input on overhaul of system.

Canteen

Malcolm Rettalack is ill and unable to continue managing the canteen effectively while being treated. Peter White will assume temporary management of the canteen until such time as Malcolm is well enough to resume.

Contest Calendar

Joe Luxford floated the possibility of moving competitions from the first Saturday of the month to the second to avoid clashes with Monday holidays. The review of the calendar for 2008 is underway with Joe and Tim Kullack co-ordinating. First draft of the 2008 calendar will be presented to November Genral meeting.

20th Anniversary

Calendar is finalized with only IMAC choosing not to participate. Scale are yet to inform committee on what form their event will take. Peter White to shop for catering – buns,sausages,tea,coffee and cool drink to be purchased and held for events. 20th anniversary patches to be distributed at events with the balance to be handed out at twilight BBQ in December. The turbine event to be held for half day (noon to 5pm) on December 8

Nationals

KAMS will be hosting the pylon racing at the nationals in 2008 and members are asked to consider volunteering as helpers on these days.

Meeting closed 21:50.

KAMS September General Meeting Minutes
19th September 2007

Meeting Opens: 8:10pm with President Peter White in the chair

Attendance: 22 Members present

Apologies: Dave Trewarn; Ian Johnson; Frank Jensen; Ross Duncan; Pat Pinder; Margaret Pettigrew; Joe Luxford

Secretary's Report – Previous Meeting Minutes,

Correspondence
Correspondence in: Letter from Don Tester outlining safety incident at KAMS
Correspondence OUT: nil

August Meeting Minutes – in Slipstream
Moved: Neil Giggins, Seconded Chris Jones that correspondence accepted
Moved: Jonn Mero, Seconded Bill Pettigrew that minutes of August GM correct
Both motions CARRIED

Treasurer's Report -

Statement up to:	2/9/2007
Opening Balance	\$30,427.33
Credits	\$4,930.00
Debits	\$1,875.00
Balance Brought Forward	\$33,482.33
Advantage Saver Balance	\$15,673.84
Major Expenditures: AWA, Canteen, Cleaning	
Current membership: 109	

Moved Ken Wansborough, Seconded Ken Greaves that treasures report be accepted - CARRIED

Club Business

New Members

Brett Warwick
John Powell

Bronze Wings: Matt Snell. Congratulations!

20th Anniversary

Scale - warbirds – Ian Johnson to be contacted by scale SIG members re: format of 20th anniversary event to be held in conjunction with warbirds.

Finalize calendar: Members finalized and ratified 20th anniversary calendar

IMAC date – No word yet from IMAC SIG on revised date for event

Pylon date – Confirmed as October 6, 12:00 – 13:00.
2 tank enduro

Chuck Glider/Scramble: October 14, 15:00 – 17:00

Turbine group requested entire afternoon of 8 December to make their event worth the effort of running. In principle support given. Notice to be placed in Slipstream

Cloth patches on order. To be presented to members AT THE FLYING FIELD on the day of each event.

Glassware to be etched with event details. SIG's to detail requirements and inform Ian Dixon so etching can be done. Glassware with 20th anniversary logo will be available for separate purchase – See Ian Dixon.

Website revamp – underway.

Jonn Mero outlined proposal for shifting website hosting and domain name to another server. This is to be done to allow proper rendering of the site in all web browsers. Funding for this fell below the \$350 threshold and was approved without objection. New Kams website: www.kams.net.au
Club thanked Jonn for ongoing efforts with website

Busy-Bee – Saturday only (Greg Mclure).

Due to field maintenance tasks being truncated this year, only one day, Saturday October 27, will be required for field maint. Greg Mclure listed the following tasks as having priority:

Retic Flush

Tree Pruning

Whipper Snippering of storage area next to shed
Check/clear firebreaks

Greg reports that field is in good overall shape but members are requested to turn out in numbers to complete the field maintenance this year.

AWA Representative

Ken Greaves and Jonn Mero volunteered to be KAMS representatives at AWA meetings for the rest of the financial year – Well done and thanks lads!

General Business From the Floor

Letter from Don Tester read to the floor. Incident described wherein his frequency key was removed from the keyboard WHILE HE WAS STILL FLYING! This was agreed as being totally unacceptable conduct and will NOT be tolerated. Debate on the best way to enforce this was held. It was resolved that if you leave your key in the frequency board and then go home you will be contacted and requested to return to KAMS and remove the key PERSONALLY. Failure to do so will put offending members in breach of the club etiquette and by-laws.

“That a sign be made and fixed above the keyboard that states that no key be removed from the frequency board by anyone other than the pilot”

Moved by Mike Madsen and Seconded by Mike Lowe: - CARRIED

Slipstream: deadline of Wednesday prior to monthly meeting was restated. Items to be kept as succinct as possible with NO formatting. Please check your email address with the Slipstream editor and/or committee as lots of email is bouncing back.

Security incident at the field involving Frank Jensen and a person of uncertain motives was discussed. It was resolved that if a member is on his/her own at the field that the gate must be closed and locked until a second member is present. No flying of powered aircraft should be undertaken alone.

Troy Latto presented a Gavel and plate to the club as a symbol of the authority of the office of President. The Gavel and Plate were made of solid Jarrah by Troy's father, Dave Latto. Club thanked them both for the donation.

Calendar Review:

September 2007

03	Mon	Committee Meeting	8pm
15	Sat	IMAC	1 – 4pm
19	Wed	General Meeting	8pm

October 2007

06	Sat	Pylon	1 – 4pm
08	Mon	Committee Meeting	8pm
13	Sat	Glider	1 – 4pm
17	Wed	General Meeting	8pm
21	Sun	WARBIRDS	9 – 4pm
27	Sat	FIELD MAINT	Day

Meeting Close: 9:35pm



This one could be real. A DH Rapid built by Roy Dixon a few years ago, for someone else!

20th Anniversary Enduro Pylon Event KAMS, October 6

As part of our 20th anniversary celebrations, the KAMS pylon group ran a 20 minute, 2 tank enduro event on Saturday October 6. The event was designed as a low pressure fun event with emphasis on participation rather than flying fast. Unfortunately, this message must have fallen on barren ground as a grand total of three pilots arrived to participate. Never mind – those of us that came down had a free lunch and enjoyed the nicest weather for weeks with the best field in the metro area to ourselves!

I arrived at the field after 6 hours in hospital with a severe Migraine headache - as such I was medically unfit to fly. On Thursday I could hardly see, on Friday I couldn't think or move. Saturday was a struggle but I got through. Looking up in to the sky and going round and round and round with a screaming two-stroke engine in each earhole was not the course of recovery the doctor recommended so I resolved to sit at the timing computer for the day.

Neil and Mark Giggins' and Don Tester made up the flying roster. Ian Dixon, Vince Belshaw, Dave Scorer, Garth Sutcliffe and Rick Leonhardt provided the much appreciated backup crew. Thanks guys – great example of club spirit!

Don Tester flew a Scimitar sports model (a .46 powered tail-less aircraft) and, for a first time pylon pilot did VERY VERY well! Neil dusted off his mustang and Mark put up the viper, so there was a variation in model types. After a run down on the light system for Don, we got in to it. Mark hurtled round the polls in his usual precise style; Neil wobbled a bit until he found his groove again but showed he had lost none of that wonderfully smooth touch; and Don just kept going round on a solid line and length. Mark pitted three times for juice while Neil managed 1 stop before going dry three minutes before the end. Don just kept going, refueled the once and flew through to the end.

One doesn't like to tell tales off the field but apparently a certain senior member of the club got a bit tetchy when the fuel he was filching from his Son's refueling tank ran out and he had to sit down for the last three minutes.

Final results:

- 1 Mark Giggins 90 laps
- 2 Don Tester 82 laps
- 3 Neil Giggins 80 laps

All were presented with the 20th anniversary engraved lager glasses and got a hearty round of applause. Thanks to Ian Dixon for expediting the engraving of the glasses for the pylon event.

Having Garth down on the buttons was a real eye-opener for him. He was very enthused and expressed a desire to get in to racing. Don Tester was also keen to know more and with the form he displayed he will be a solid performer if he chooses to keep in the groove. Sometimes all it takes is a desire to know a bit more and have a go, or even just to help out without flying a couple of times to get an understanding of the events. A whole new world of fun could open up if you say "yeah, I reckon I can do that..."

With the Salvation Army Pipe band playing "The Black Bear" on my eyeballs while a large oiled eunuch banged a gong with my spinal column I declined to stay much longer so we all packed up and headed home. Vince was running in his new Nelson LS when I drove out and boy, it sounded sweet (what I could stand to hear anyway..)

Even though low on numbers, the Enduro was successful in displaying the club aims for the twentieth anniversary: Acknowledge our roots, promote our sport and enjoy each others company. I like to think we started off on the right note.

Cheers!

Troy Latto



Esperance Weekend F3F Competition Report 2007:

Thursday 27th September.

Simon and I made the 8 1/2 hr trip from Perth to Esperance by car and finally pulled onto the slope at 3:30pm to find three fliers already hard at work practicing for the weekend event. Evan from Perth, the other two was Richard and Jacob who had arrived Wednesday from Sydney by plane. Jacob looked pretty wiped out from flying his 3m Cobra in what he described as "unbelievable lift and worth the trip from Sydney just for what they had that day". We were greeted by 15-18knot SW breeze at the Observatory Beach car park. Not a particularly high location but generates good lift and is basically park the car and fly. The landing zone can be a bit tight for heavily ballasted planes in a breeze but not too difficult for the competent flyer. After introductions to the Sydney siders more flyers turned up including Mark, secretary to the local flying club to welcome us to his "playground". We pulled the planes out and began practicing for the weekend ahead. Just before sunset a couple of us made our way to Observatory Pt for some Dynamic Soaring which really blew the cobwebs out of our systems before retiring to the caravan park for an early night.

Friday 28th September

After re organizing the 14 planes we had in the car and straitening out camp it was back to the slope. However the breeze had dropped away to 8-10knotWSW fortunately it was enough to practice in. An executive decision was made by the CD's, Simon and I to hold a practice F3F competition for those that had arrived early for the weekend event. The forecast was looking a bit dubious for the Saturday event, at least this way we would have some competition for the time that we were there. Those that were still traveling to Esperance would be allowed to join in when they could as it was only for practice, even so, scores will be kept and a winner announced.

The course was set up before 11:00am between Observatory Pt and Observatory beach, nick named Observatory cliffs. This is an ideal location as there is loads of lift easily accommodates the length of course required and has a large landing zone and approach area onto soft topped knee high bushes. It also is a good distance from the main road and bystanders which have an excellent view of proceedings from the car park.

The format for racing was the same as last year. Each flyer would launch and fly two rounds before landing and allowing the next competitor to fly 2 rounds. This would continue until all had finished the determined amount of rounds for the day(according to conditions).This allows for more time in the air at one time and less landings being made for the day,

which allows us to work through more rounds quicker. We started with 8 flyers and ended up with 6 more joining in for their practice on the course as they showed up through the day.

Even though we had set a long course, 140 m, it was evident that all needed some practice hitting those turns with many of us cutting at Base B. Tim earned himself the title in this department with about 4 cuts in one round. A laser sighting device was located to check the length of course and we would correct the length for the up coming events.

Simons timing equipment ran smoothly once again making the job of recording that much easier. We managed 6 rounds with an early finish allowing everyone to free fly to make adjustments to settings etc.

At the end of the day most of us gathered at Danny and Steves apartment for a BBQ and announcement of the days results.

Although this was not the competition we had originally come to Esperance for all times were recorded and winner for the days event determined.

- 1st "Enthusiastic" Richard
- 2nd "Cheeky" Evan
- 3rd "CD and low flyer" Paul
- 4th "Silent" Les
- 5th Smokin Joe "what can I say"
- 6th "Technical" Simon
- 7th "Too many cuts" Tim
- 8th "Have a go" Danny
- 9th "Chip off the block" Warren
- 10th "Mad dog Englishman" Chris
- 11th "I'll be back" Jacob
- 12th "Squadron leader" Steve
- 13th "1st time on the slope" Dave
- 14th "Is this fun or wot" Nigel

Fastest time for the day went to Evan with 63.87 seconds on the 140m course.

Saturday 29th September

The day started out with some promise to getting the Bay of Isles Cup under way, but the wind direction and strength plagued us for the day. First up it wafted in from the south and ended up going WSW at 5-6 knots. While waiting for the breeze, 6 of us with hand launch planes flew in the light conditions on the main slope in the large bowl racing each other man on man with a short 50m course.

Perhaps next year we can hold such an event if the wind doesn't co-operate, there proved to be a lot of laughs and miles of fun in it for everyone. It is funny where you can find the competitive bug.

We tried later to set up the F3F course for some real racing at the same location as the day before but we only were able for one competitor to fly one round before we had to abandon the days event because of lack of breeze. Later the breeze began filling in from the SSW which was on the main slope, so we all headed back there for some light condition flying. By then it was too late to set a course up and start an event. All the unflown planes came out of the car with Simon giving his DG500 its maiden flight, we just enjoyed the remaining day with what we had and looked forward to a better forecast for Sunday.

Sunday 30th September

The breeze looked more favorable in the morning and we were able to set up a course and be underway at Observatory Cliffs by 11:45 after a short practice session and meeting at Observatory beach car park. There was a nice SW breeze and building, starting at 10knots and reaching 16 -18 during the afternoon before backing off and swinging more to the South later in the day. This time we had the course set up at 100m with the laser sighting equipment.

In the Open class Tim flew the first two rounds of the Bay of Isles Cup for the day with his Radical turning out 57.8 seconds in round 1 and 53.86 in round 2. As it unfolded Richard was to take round 1 and 2 with his Race M pulling off 51.63 and 52.87.

Round 3 was won by Danny with his Caracho at 54.96 by .11 of a second from Tim. Then Danny broke into the 40's in round 5 posting a 49.45 with the crowd going nuts and a big cheesy grin on Danny's face. Guess all the discussion about set up paid off, well done Danny.

Not to be outdone though Tim took round 5 with 48.44 with Richard only marginally behind on 48.54 and Evan making a charge at 49.07 after having clipped a bush in the previous round and flat spinning out of contention in round 4. This was the only incident for the day and no damage.

Round 6 saw some quicker times posted, Richard knocked out 46.59 but fastest time of the day and winning the round was Tim once again at 46.07. We had time for another 2 rounds each so we continued on.

Round 7 Tim again stamped his foot on the event with 48.54 then round 8 again 51.9 while the breeze was good, unfortunately it began to swing and the strength decrease.

In the Lightweight class two flyers battled it out with some entertaining racing. Young Joe at 10 years of age went up against Tony 40 something. Joe had only started flying 2 days before with dads borrowed plane and Tony has only ever really flown once a year under guidance and also a borrowed plane. With some wild maneuvers and both being coached to finish the entire event planes intact, there was

enjoyment written all over their faces. They both took the competitive bug very seriously.

By 4:30 we had completed 8 rounds with 16 competitors. 16 in Open and 2 in Lightweight. Two of the entrants had flown from Sydney for the event, one from Kalgoorlie and the rest of us had driven the 750km from Perth. All of us vowed to return next year, with a number wanting to hold a second event in Esperance during the year at sometime. This would give us three events on the WA F3F calendar each year.

That evening we all met at the "Tea Rooms Restaurant" for dinner and presentation.

The results for the Bay of Isles Cup:

Open

1 st	Tim Kulloch	6873	Radical
2 nd	Richard Frauley	6612	Race M
3 rd	Evan Outram	6473	Sting
4 th	Jacob Bloom	6104	Cobra
5 th	Paul Marshall	6082	2.4m F3F
6 th	Danny Hales	6048	Caracho
7 th	Simon Watts	6021	Europhia
8 th	Joe Luxford	5834	Tempest
9 th	Steve Gleeson	5780	Fazor
10 th	Warren Kulloch	5765	X-21
11 th	Les Davidson	5703	Ellipse
12 th	David Shue	5518	Estrella
13 th	Chris Martin	5190	Miraj
14 th	Nigel Molineux	4905	X-21
15 th	Joe Outram	4303	Stoogee
16 th	Tony Smith	4297	Oogee

Light Weight results

1 st	Joe Outram
2 nd	Tony Smith

Fastest time of the day goes to Tim Kulloch flying the Radical in round 6 with 46.07.

There were some stand out efforts for the day with both Lightweight flyers Tony and young Joe improving out of sight towards the end of their event. Keep it up guys hope to see you both next year with your own planes. Other first timer on the slope was David Shue, figuring out the contest and how to fly from the slope I think we have hooked another eager F3F contestant.

Another big improver on the course was David Bloom from Sydney flying his Cobra going from 11th on Friday to 4th on Sunday.

The overall winner was Tim Kulloch who performed consistently on Sunday race day. Well done Tim. I would like to thank you all for attending the event and helping out where you could to ensure a well oiled event, without you there is no event.

Special mention should go to Simon Watts for the development of the timing gear; it is what makes the

event flow with out interruption. Next year I understand we will have a laptop hooked up to it so times are recorded automatically and your position in the event given after each round.

For next year a cup has been donated by Danny "Chook" Henderson for the Friday practice event which seems to have evolved now into a regular feature of the weekend. Chook is a local Esperance flyer and is keen to join in the events. Thank you Chook. The cup will be called the "Chook Challenge Cup". I am sure this one will be highly prized especially with a colourful name like that.

Monday 1st Oct

The day after was a casual affair for us while half of the events competitors made there way home. Simon, Les and myself never made it out to the slope until about 1:30pm. In the pleasant 10knots we flew various planes that we had in the arsenal at the main slope of the Big Bowl. Simon his DG500 and I flew my new 2m composite plank "Nitro" sorting out

programming problems and discussing the weekends success with those that where left.

Tuesday 2nd

We had decided to stay an extra day and it proved a good decision. There was a morning shower or two, but the wind blew in at 25 knots and treated us to excellent Esperance flying conditions at Observatory beach then a bit of Dynamic soaring at Observatory Pt followed by some big lift conditions back at Observatory cliffs where we had held the competitions. It was a good way to finish off our Esperance trip as the next day we had to make the long trip home.

I will be holding the same event next year at the same time if you wish to join in please contact me for details. I will also be running an event on 1st December 2007 in Albany. If you wish to participate in the event please contact me.

Paul Marshall

pall5599@yahoo.com.au



The big wings flyers at Esperance, great effort, Ed.



Dave & Estralla getting into body language.



Winner Tim Kullock with brother launching.

KAMS Event Calendar



October 2007

06	Sat	Pylon	1 – 4pm
08	Mon	Committee Meeting	8pm
13	Sat	Glider	1 – 4pm
14	Sun	20th Anniversary	
		CHUCKIE & SCRAMBLE	2:30pm - on
17	Wed	General Meeting	8pm
21	Sun	20th Anniversary	
		WARBIRDS OVER MUNDIJONG	10am – 4pm
27	Sat	FIELD MAINT	All day

November 2007

03	Sat	20th Anniversary - Old Timer	TBA
05	Mon	Committee Meeting	8pm
10	Sat	20th Anniversary – GLIDER	12 – on
11	Sun	Stand off Scale – AWA	See note 1
17	Sat	IMAC	1 – 4 pm

18	Sun	FF Scramble – AWA	3 – 5pm
21	Wed	General Meeting	8pm
25	Sun	Thermal Glider	9 – 4pm

December 2007

01	Sat	Pylon	1 – 4pm
03	Mon	Committee Meeting	8pm
08	Sat	20th Anniversary	
		TURBINE DEMO	12 - on
09	Sun	Open Scale Rally	9 – 4pm
15	Sat	Glider	1 – 4pm
15	Sat	Twilite BBQ/Flyin	4pm - on
19	Wed	General Meeting	8pm

Note 1: Static judging starts 09:00. Flying from 1pm until all contestants have completed required tasks.

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...)

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 website has been given a makeover. Pick up the latest info as well as back issues of Slipstream from:

<http://www.kams.net.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

SLIPSTREAM:

Deadline Wednesday prior to monthly meeting.

Submissions by email in unformatted text. Pictures uncropped.

Your Committee for 2007/2008

President: Peter White
Tel: 08 9456 4800
Email: PLEVALLEY@bigpond.com

Secretary: Troy Latto
Tel: 08 9317 3269
Email: latto@iprimus.com.au

Treasurer: Clint West
Tel: 08 94908445
Email: grinja1@bigpond.com



Committee Member: Joe Luxford
Tel: 08 9316 3202
Email: jluxford@luxford.com.au

Committee Member: Ian Dixon
Tel: 08 9438 2934
Email: i.dixon@colonialsq.com.au

Slipstream Editor: David Bryce
Tel: 08 9367 7768
Email: dbryce@iprimus.com.au

Safety Officer: Malcolm Retallack
Tel: 0418 943 539
Snailmail: Mal@kams.canteen.oldbury.au