

## Correspondence from Horses and Horsemen regarding the proposed Equine Centre

Notes On Horses And How They Interact With RC Aircraft:

### Reference: At Ray Datodi's request

**K.A.M.S**  
Mundijong  
Western Australia, 6285

Dear KAMS Committee members,

### **Ray Datodi asked me to express my opinion in relation to horses in proximity to your flying field.**

Obviously without the full details of the situation my comments will be fairly general and are expressed in good faith.

I am a career horse and people trainer. During my career so far I have had the opportunity to learn the behaviour of horses in many situations; from grazing in the wild, performing under lights in front of thousands of people, to understanding how the horse can be educated to handle situations such as riots and war type duties.

When dealing with a situation such as this, where the activities of the human environment begin to merge with the horse's environment, a solution can only be found if the true nature of a horse is understood. Many people, even people that own horses, do not always appreciate the horse at an instinctive level.

There's a tendency to label horses in human terms such as: He's just a pig, they'll go psycho, stubborn, it reacted 'without any warning' or this particular breed has different instincts to another etc. These descriptions are unhelpful when trying to understand horses.

In the courses that I run as part of our family business (Horses and Horsemen), I see people in all aspects of the horse industry and the common source of frustration and general 'problems' are due to a lack of the understanding of a horse's instinct. These instincts can also be called 'primitive brain' issues.

Before we can discuss how each enterprise (horse facility/ r/c flying field) may co-exist we must first understand what a horse is and the origins of these 'primitive brain' issues.

A horse can be described as:

- A prey animal (designed to be preyed upon and constantly alert)
- Flight animal (tends to take fright and then go about creating distance between itself and the cause)
- Curious
- Claustrophobic
- Gregarious
- Instinctive
- Pattern animals (Can learn and can be taught)

I have relied on the accuracy of these descriptions for my life at various times and it was only by trusting them that I have survived. For me these are no longer opinion, they are fact.

My first impression of the situation is that there are only a couple of major concerns with horses and R/C aircraft working close to each other.

These concerns potentially include:

For K.A.M.S

1. A loose or frightened horse running from the nearby property onto the flying field. When a horse gets frightened it is a powerful force of nature and is capable of crashing through or jumping fences. This could get messy in amongst r/c planes and people.
2. Other parties in the horse venue blaming R/C aircraft for accidents and damages.

### **For the Horse Training Facility**

3. R/C aircraft flying in the airspace near or above the training facility creating noise that could stimulate the horse's primitive brain and cause an accident.
4. An out of control R/C aircraft crashing into the training facility causing damage or harm to people, horses and property.
5. Other parties at the flying field blaming horse incidents for damage or harm to property or health.

There may be more of these issues but these are the main ones that concern horses. Based on the previous information I will now give my opinion on the concerns I listed:

#### **For K.A.M.S**

##### **1. Bolting or frightened horses leaving property and causing damage:**

This can be solved by ensuring a sturdy and sufficient, horse friendly fence is constructed around the perimeter including a good gate system. A highly scared horse will have little regard for fences and can easily smash through them. A fairly trained horse however will make good decisions even whilst frightened and miss obstacles even whilst bolting. For instance they may run around the paddock but still have the presence of mind to miss the fence based on its previous experience. A horse of little experience will not see the fence until too late, if the horse is in a bolting state the instincts are heightened, this can include claustrophobia and can cause a horse to do seemingly irrational things including charge forward through fences in order to get to safety. This is a reasonable instinct to have when they lived on large open plains but in the human environment they are 'boxed' in. To understand, visualize someone holding you under water for a bit too long, you would struggle vigorously to return to safety. That is a primitive brain instinct.

This could occur from a major fright, a saddling lesson gone wrong, attaching a horse in harness without enough preparation, or after someone has fallen of, amongst many other examples.

If the trainers are professional they will have strategies to mitigate these occurrences but sometimes things go wrong and a very sturdy physical barrier is all that can prevent a bolting horse travelling. I have seen horses bolt for kilometres, being 'chased' by their lead ropes that are still attached. This is avoidable but is also possible.

##### **2. Other parties in the horse venue blaming R/C aircraft for accidents and damages.**

After discussions and an understanding is reached, probably the best plan is to work together to make things a success in good faith. After that, common law takes over. Insurance? Legal help?

#### **For the Horse Training Facility**

##### **3. R/C aircraft flying in the airspace near or above the training facility creating noise that could stimulate the horse's primitive brain and cause an accident:**

Depending on the experience of the Training Facility operators will determine how easily this is worked out. It is not out of the question that a horse could take fright at a model aircraft flying around. After all, they are prey animals and are

always on the lookout for things that might threaten them.

However, from my experience this is probably subject to a few individual horses rather than horses in general. Most horses I have seen around 'air traffic' are either curious or easily contained by a handler or fence.

A few examples:

- i) Our property has a 1.1km airstrip built on it. At the end and surrounding it there are paddocks. I have seen horses in these paddocks with full size and model aircraft taking off and landing. At worst case the horses did a lap of their paddock and then came right to the fence to see what was happening. They have natural curiosity and I have seen full sized aircraft take off right over their heads and they just stand and watch (these were fairly young, inexperienced horses).
- ii) In station country it is not out of the question for the stockman to ride his horse right up near an operating helicopter to communicate, or for the helicopter to be working above the horses whilst mustering. Obviously this is under the guidance of a rider however strategies can be put in place to accustom a mob of horses to ambient noise and interference.

##### **4. An out of control R/C aircraft crashing into the training facility causing damage or harm to people, horses and property.**

This is a risk anywhere there is a flying field and is subject to the rules and regulations set down by the appropriate body in order to prevent these risks. I am not qualified to comment on that side of things. On the occasion that a plane does crash in a horse paddock, this may cause some disturbance. If the horses that were located in the paddock were trained or appropriately experienced I am quite confident that even if the horses got a fright they would be contained by their fence. It is not out of the question for some horses to startle at the sight and sound of a downed aircraft and then moments later become curious enough to stand around it and maybe even begin to pick it up in their mouths!

##### **5. Other parties at the flying field blaming horse incidents for damage or harm to property or health.**

Negligence is covered by common law. The best defence here is to establish a good working relationship, and develop strategies to prevent such things. An example might be, instead of just the horse property having a decent horse proof fence and gate system, perhaps the flying field needs a horse proof boundary fence with perhaps an automatic gate that shuts behind people that enter to prevent a bolting horse getting anywhere near the R/C modellers.

Remember these are just suggestions and may not be appropriate.

#### **In summary:**

Horses are prey animals and subject to expressing blind panic in times of fear, this could include becoming out of control for a rider or bolting into a fixed object such as a fence or gate. There is a small chance that the interaction between remote control aircraft and horses may cause disturbance and perhaps even accidents without any safety control mechanisms in place.

The safety standards for remote control aircraft are set out by law and are designed to prevent accidents.

It is possible to prepare horses to handle huge amounts of stimulation by teaching them to manage their instinct to 'fly from fear' and instead 'panic to shutdown'. This is possible even with large mobs of free-range horses. Horses and Horsemen can consult, if required, on some strategies to prepare the horses living close to the flying field to prevent a negative outcome when interacting with R/C aircraft.

Another strategy could be to house less experienced horses at the farthest possible part of the property until they were adequately prepared and to only house appropriate horses near the interaction with the R/C aircraft. This is just a small example.

I believe that with good discussion and planning between each party it will not be out of the question for both enterprises to co-exist and operate safely.

Sincerely,

Sam Watson

[www.horsesandhorsemen.com](http://www.horsesandhorsemen.com)

#### **Some alluring photos of a sexy lady....**

This lovely vixen of an aircraft is the proud property of Mark Jensen. It's his new Gee Bee "Y" model sportster. A superlative ARF, with a respectable span of 2460mm, being hauled but the ubiquitous DL 50, 50cc ignition engine, it does look a sight on the run up, doesn't it, but where's Jimmy Doolittle, at the helm? He must have been sick that day!



*Photos courtesy of Frank Jensen*

*(Ed) If you have any photos or stories you wish to share with the KAMS community, send them through to [curare@iinet.net.au](mailto:curare@iinet.net.au), and I'll do my best to see them published.*

## BE QUIET!

### Or, how to effectively silence your aircraft.

I'm sure it comes as no surprise to some of our community that our noise levels, after such a halcyon period, have come under scrutiny from our neighbors. While some may shriek "run to the hills! We're all done for!" I feel that we can, to a certain extent, have our fun, and keep the noise to minimum. We're only just beginning to feel the brunt of urbanization encroaching on our hobby airspace, whereas in Europe and Japan, this has been an occurrence for the last thirty years, and the modeling fraternity have taken many steps to ensure that their modeling fields are put under as little a strain from disgruntled neighbors as possible, which works well for us as there is a solid knowledge base for us to draw upon.

In this issue we will gloss over some ideas that will not only reduce your aircraft's sound "footprint" but may elicit some extra performance out of your machine. We will consider, as a base model the standard "40" sized model, but I am confident that all of these ideas, will and have been utilized on larger and smaller aircraft. So, on we go!

Now, I'm sure there are many of you out there, who would think that there's little that can be done to reduce the noise emitted from your 40 sized hacks, without tearing the nose off it, breaking the bank and probably throwing away your trusty 46 FX in the process. BUT! You can reduce a lot of noise without even taking the engine out of your plane. There are four main types of noise your aircraft produces, induction noise, exhaust noise, airframe noise, and propeller noise.

#### PROPS:

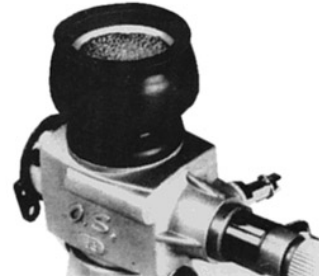
Have you noticed the "zinging" of noise that seems to come from the front of your engine, or the "thwop thwop thwop" of a helicopter? These, are characteristic of propeller noise. This can be reduced, by either reducing prop speed, (lower revs) or, changing the tip profile of your propeller. The APC and Bolly styles of prop do a lot to reduce propeller noise, whereas the good ol' Master Airscrew is a really barky little number, It's square profile produces a great pulse to give good prop noise, not great for us though! Simply by changing your prop to a "kukuri knife" style blade, and adding a half an inch pitch or diameter will greatly reduce the noise from your propeller. And before the scale buffs hang me, you can't see the propeller profile when the prop is spinning!!



*An example of a "quiet tip" propeller*

#### INDUCTION NOISE:

This one is so easy, it's not funny, and I'm surprised, especially with our club field that I don't see this more often. What is it? The simple carb filter! This little baby will muffle your intake, and hence curb some of that nasty induction noise, Of course it can't be a bad thing that it stops your engine ingesting sand and other bunches of crud our grass strip has a habit of ejecting into carbies.



*An example of a carb filter (bruline style shown)*

#### EXHAUST NOISE:

This can be a pain to get rid of, but a few simple things can make a change, remember, what we're looking to have here is a bunch of small gains; add up to a whole lot of silence! If you have a Bisson Style muffler, there's not a lot you can do, iapart from leave the stingers as long as humanly possible, and if you haven't bought one yet, look for the biggest muffler box you can fit within your cowl. A standard muffler can benefit from an exhaust deflector, preferably pointing the noise, and gook from your engine, away from the aircraft, and hopefully away from ears. If you have the right type of muffler, an additional expansion chamber (some can be bought from the engine manufacturers) will do wonders to shut up that exhaust noise.



*A simple exhaust deflector will reduce noise, and keep your aircraft cleaner!*

Next issue we'll tackle the slightly more sophisticated world of airframe noise. Till next time, BE QUIET!

*Greg Kowalski*

## Tomboy Challenge 2008

The 2008 Tomboy challenge was held on Sunday 3<sup>rd</sup> August 2008 at Mundijong and attracted twelve entries.

The weather conditions were near perfect with a light cool southeasterly breeze and about 20% cloud cover. No apparent lift patches were in evidence at all throughout the whole competition or if there were any, no flyer managed to find them

The format for the Tomboy challenge is for each entrant to have 3 flights with no maximum flight time and the best flight time out of the three counts as the score.

Fuel allocations are based on the style of engine, which must be 1.00cc or less.

Special run times are calculated for electric powered models, thus allowing all types of power in the one competition.

This year only one electric powered model was entered and was competitive.

Several entrants withdrew, due mostly to structural damage caused in the main by heavy landings. Rick Rumball could not coax his Cox TD.051 into a reasonable run time but persisted until the end of the competition manfully.

Most used the smaller of the wing span options from the plan.

### Results:

1. Ian Dixon	MP Jet .40	529 seconds	KAMS
2. Greg McLure	PAW 1.00	429	KAMS
3. Richard Sutherland	Mills .75	393	
4. Rod McDonald	Cox Baby Bee	362	
5. Adrian Dyson	PAW .80	356	
6. Peter White	PAW 1.00	281	KAMS
7. Paul Baartz	Norvell 1.00	275	
8. Troy Latto	PAW 1.00	259	KAMS
9. Tony Iacopetta	electric brushless	258	
10. Gary Dickens	Mills .75	214	
11. Rick Rumball	Cox TD 0.51		
11. Graeme Cooke	ED Bee		



*Ian Dixon*

## WA State Championships 2008.Old Timer Standard Duration

This event was held at KAMS field in Mundijong on Sunday 20<sup>th</sup> July in near perfect weather conditions surprisingly considering that two days ago it was about as wild as weather can get short of a cyclone with flooding in the metro area and houses de-roofed, trees blown over and a fair amount of havoc.

It was cold being two degrees when the contest started but almost calm conditions meant that maximum flights of six minutes were achievable by most flyers.

The breeze increased slightly by the time of the fly-off and stayed cold so much so that even the winner of the fly-off could not achieve a max flight.

Nine entered and all flew, a couple of regulars did not make an appearance due to illness in one case and work commitments in the other. Most managed at least one maximum flight and newcomer Trot Latto put in a much improved performance compared to the previous week's event.

Five made it to the fly-off for placings with Rod McDonald suffering an engine cut out after two seconds and destroying his flight. The battle for first place was intriguing as no-one found any lift and eventually only fifteen seconds separated first from the third place-getter and only one second difference between first and second.

### Results:

1. Ray Sherburn	Playboy.Max.40H	1080 + 301	WARMS
2. Ian Dixon	Stardust Spl/Max.40H	1080 + 300	KAMS
3. Paul Baartz	Playboy/Max.40H	1080 + 286	WAMAC
4. Mark Sherburn	Playboy/Max.40H	1080 + 220	WARMS
5. Rod McDonald	170%Kerswap/Max.40H	1080 + 2	WAMAC
6. Kevin Hooper	75%Bomber/K&B.40	1046	WAMAC
7. Rick Rumball	Super Quaker/Max.40H	1022	WAMAC
8. Gary Dickens	Playboy/Max.40H	848	WAMAC
9. Troy Latto	So-Long/Max.40H	839	KAMS

### Old Timer model Rally.

A rally type event for Old Timer models is planned for the weekend of 1<sup>st</sup> and 2<sup>nd</sup> November at SWARMS field in Bunbury. This is primarily a social event and any type Old Timer model is welcome to participate.

There is no serious competition but some great prizes will be awarded for activities the type of which will probably be restaurant in the evening and the rally to be held on Sunday morning.

*Ian Dixon*

### The Editors Web Picks of the Month:

<http://www.rcsoaringdigest.com/pdfs/RCSD-2008/RCSD-2008-08.pdf> The latest issue of the RC soaring digest, a great knowledge base for those of us who have a phobia of propellers, (note previous issues can also be accessed from this site)

<http://www.rctradingpage.com.au/> David Jones on the web, a free service for modelers who wish to sell their stuff. Mostly things from over east, but worth a look every now and then.

<http://astro.umsystem.edu/mmrca/lance/sledframe.html> This guy is nuts, he's done his own, fully moulded, 13 foot long SR-71 Blackbird, and it's only taken him 6 years! A comprehensive build log is worth a look.

**KAMS Committee Meeting Minutes– Aug 2008**

**Meeting open:** Vice President Ian Dixon in the chair at 8:00pm

**Attendance:** P White(Pres); T.Latto (sec); T.Kullack (cal/sig) I.Dixon (Vice President); Bruce Willett (member liason)

**Apologies:** C West (Treas);

**Secretary's Report**

Correspondence In: - Dept of Water: Refund of bore License; Jonn Mero: Website/domain renewal; Ray Datodi: Equestrian Park;

Correspondence Out – AWA: Notification of 2008/2009 Office Bearers, AWA Reps, Proxy vote on constitution

**Previous Meeting Minutes:** *In Slipstream*

**Business Arising:**

Secretary discovered that Aus Post had NOT been putting KAMS mail in to PO BOX due to new staff confusing PO BOX ownership.

**Treasurer Report – Treasurer not present**

**Club Business**

**New Members:** Membership application received from Clement Volesingham (s). Discussed and approved.

**Wings:** nil

**Building Program:**

Fencing quotation tabled by Peter White. It was **moved** Peter White, **seconded** Bruce Willett that the quote from Diamond securities be accepted and they ask to be proceed. - **Carried**

Meeting asked Peter White to approach neighbors at Lot 55 Jackson Rd, Oldbury to quote on road works and drainage.

**Reports – From the floor** -nil

**Noise issue**

Noise issues discussed at length. Several members have approached the committee privately to voice their opinion/angst at the noise debate. It was noted that several members have voluntarily changed their flying times/days/habits in order to address the noise issue. The committee thanks the members for this internally driven initiative and asks that everyone keeps the noise issue in mind while flying at KAMS.

Document from Ray Datodi re: Horses and Model aircraft activities received and discussed. Resolved to publish in full in Slipstream for member information.

**Contd..**

Peter White supplied names of two Acoustical Testing companies. Secretary agreed to contact one and ask for quotations for noise testing at KAMS.

It was noted by Tim Kullack that council had been in contact with him stressing the need for a response from KAMS on the noise management plan. Committee recognized the imperative of a response and will discuss this with the members at the August meeting.

**General Business**

Graham Sharpe – Due to an administrative error, Graham's 10 year membership milestone was not acknowledged at the 2008 AGM. The committee issues a sincere apology for this oversight and congratulates Graham on this achievement. Recognition will be given in the form of a plaque at the August general meeting.

It was suggested by Troy Latto that the club set aside one weekend in September as a wings qualification day for members who are not yet Bronze Wing certified. Instructors will be made available and members who are financial but not bronze wing qualified will be contacted and asked to attend. This day will not effect normal flying. This suggestion was unanimously adopted.

**Calendar Review**

**August 08**

9	Sat	Glider	1pm on
20	Wed	General Meeting	8pm

**September 08**

21	Sun	AWA Open duration	9am – 12pm
17	Wed	General Meeting	8pm
28	Sun	Jet Rally	Day

**October 08**

11	Sat	Glider	1pm on
15	Wed	General Meeting	8pm
19	Sun	WARBIRDS	Day
25	Sat	Pylon	1pm on

**Meeting Closed:** 10:30pm

## KAMS July 08 General Meeting Minutes

**Meeting Open:** with President Peter White in the chair at 8:04pm

**Attendance: 36**

**Apologies:** Lyall Bell; Neil Giggins; Ross Duncan; Tim Kullack; Chris Jones; Dave Trewarn;

**Visitor:** Adrian Dyson (AWA)

### Secretary's Report

Correspondence: **IN** : From AWA re: constitution; From council re: equestrian park & Noise management Plan; Hardy Bowen Lawyers: Report as commissioned by Committee.

Correspondence **OUT:** nil

Previous Meeting Minutes: In *Slipstream*

Business Arising: nil

It was **moved** Bill Pettigrew **seconded** Ian Johnson That the secretaries report be accepted **carried**

### Treasurer's Report

Statement up to:	30/6/2008
Opening Balance:	\$16,974.42
Credits:	\$10,015.35
Debits :	\$2,222.25
Balance Brought Forward:	\$25,519.85

Advantage Saver Balance: Statement not available

Major Expenditures: AWA, Canteen

Current membership: 62 consisting of 52 rejoined, 10 new. 1 nominee under review.

It was **moved** Eric Gooch and **seconded** Margaret Pettigrew That the treasurers report be accepted **carried**

### Club Business

**Membership services: New members** Marco Schwald (S), John Harding (P), Jonathon Nelissen (J), Simon Nelissen (J), Yorath (Griff) Griffiths (S), Paul Whiteman (P) – All were welcomed. Marco Schwald attended the meeting and gave a background of his aeromodelling activities in Europe and Australia

**Bronze Wings:** nil. President indicated a strong desire for ALL current members who are not Wings qualified to gain this qualification as a matter of priority.

### **AWA REPORT (J Mero, K Greaves)**

No report available as AWA meeting is not until the following week. At this point the matter of the AWA Proxy for the constitution was discussed.

It was **moved:** Eric Gooch and **Seconded** Ian Johnson that KAMS support the new AWA constitution and appoint Ken Greaves to vote in the affirmative on this matter at the AWA special meeting - **carried**

**Other reports - nil**

**Building Program** – Nothing to report, project ongoing

### General Business From the Floor

Noise issues: President tabled report from Hardy Bowen Lawyers that was commissioned by the committee at the direction of members at the June General Meeting. The text of the report was summarized by the President and will be made available to members in HARDCOPY form in person only due to the sensitive nature of the contents.

It was **moved** Pat Pinder and **seconded** Ian Johnson That KAMS adopt both recommendations as put the lawyers (Hardt Bowen) in the report tabled – Specifically sections 104(a) and 104 (b) as read at the meeting - **CARRIED**

Eric Gooch has kept a calendar detailing days that were unsuitable for flying since June – this has totaled 7.5 days so far.

It was moved Nigel Molyneux and seconded Bill Pettigrew that the committee source council material relating to noise complaint via FOI legislation - **Carried**

It was moved Greg McLure and seconded Graham Dorizzi that section 3.9 of the By-Laws be amended to remove all reference to sound levels and metering positions. - **carried**

President noted that professional sound engineers will be engaged to supply a report on the noise being generated by KAMS operations at Jackson rd, Oldbury. This report will then form the basis of KAMS noise management plan that will be presented to council. President also noted that with the abolition of the paragraph dealing with noise measurement in section 3.9 of the By-Laws, the COMMITTEE are now the sole arbiters of noise management/monitoring until such time as the noise management plan is developed and put in place.

**Meeting Close: 9:40pm**

## 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?

**FINALLY;**

SAVE TREES, SAVE KAMS FUNDS, SAVE THE UNIVERSE, AND MORE IMPORTANTLY, SAVE THE EDITOR'S TIME! IF YOU HAVE A WORKING EMAIL ADDRESS TO RECEIVE THE SLIPSTREAM, PLEASE LET THE COMMITTEE KNOW AS SOON AS POSSIBLE, AND SOON WE WILL BE PAPER FREE!

# Official KAMS Event Calendar 2008

## January 08

1 – 3 Nationals Events Day  
 16 Wed General Meeting 8pm  
 26 Sat Pylon 1pm on

## February 08

9 Sat Glider 1pm on  
 20 Wed General Meeting 8pm  
 23 Sat Pylon 1pm on

## March 08

8 Sat IMAC 1 pm on  
 15 Sat F3b Glider Day  
 19 Wed General Meeting 8pm  
 22 Sat Pylon 1 pm on

## April 08

6 Sun F/F Scramble 3 – 5pm  
 12 Sat Glider 1 pm on  
 13 Sun Scale All Flying 12pm on  
 16 Wed General Meeting 8pm  
 20 Sun AWA FF Chuck Glider 3pm on  
 20 Sun AWA FF Scramble 3pm on  
 26 Sat Pylon 1 pm on

## May 08

4 Sun AWA F4C Scale 12pm on  
 10 Sat AWA F400 Pylon 1pm on  
 21 Wed General Meeting 8pm  
 25 Sun AWA Q500 Pylon 1pm on

## June 08

7 Sat Glider 1pm on  
 15 Sun AWA Combat 12 pm on  
 18 Wed ANNUAL GENERAL MEETING 8pm  
 21 Sat Pylon 1pm on

## July 08

12 Sat IMAC 1pm on  
 16 Wed General Meeting 8pm  
 20 Sun AWA O/T Std Duration 9am – 12noon

## August 08

9 Sat Glider 1pm on  
 20 Wed General Meeting 8pm

## September 08

21 Sun AWA Open duration 9am – 12pm  
 17 Wed General Meeting 8pm  
 28 Sun Jet Rally Day

## October 08

11 Sat Glider 1pm on  
 15 Wed General Meeting 8pm  
 19 Sun WARBIRDS Day  
 25 Sat Pylon 1pm on

## November 08

1 Sat Field Maintenance Day  
 8 Sat IMAC 1pm on  
 16 Sun AWA Large Scale 1pm on  
 19 Wed General Meeting 8pm  
 22 Sat Pylon 1pm on  
 23 Sun AWA Thermal Glider Day

## December 08

7 Sun Scale rally Day  
 13 Sat Glider 12pm-4pm  
 13 Sat Twilite BBQ/Flyin 4pm on  
 17 Wed General Meeting 8pm  
 20 Sat Combat 1pm on

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

## FEE STRUCTURE FOR 08/09 KAMS

### KAMS FEES 2008-2009 (full year) RENEWAL MEMBERSHIP

Membership Type	KAMS Fee	AWA/MAAA Fee	Joining Fee	Total Fees
Senior	220	95		315
Student	110	95		205
Junior (U18)	77	40		117
Pensioner	121	85		206
Associate	77	Nil		77
Remote	110	95		205

### KAMS FEES 2008-2009 (full year)NEW MEMBERSHIP

Membership Type	KAMS Fee	AWA/MAAA Fee	Joining Fee	Total Fees
Senior	220	95	100	415
Student	110	95	50	255
Junior (U18)	77	40	20	137
Pensioner	121	85	95	301
Associate	77	Nil	Nil	77
Remote	110	95	85	290

### KAMS FEES 2008-2009 (half year)NEW MEMBERSHIP

Membership Type	KAMS Fee	AWA/MAAA Fee	Joining Fee	Total Fees
Senior	110	47.50	100	257.50
Student	55	47.50	50	152.50
Junior (U18)	40	20	20	80
Pensioner	60.50	45	95	200.50
Associate	38.50	-	-	38.50
Remote	55	47.50	85	187.50

### **Send fees via post to:**

The Treasurer KAMS  
 Clinton West  
 13 GIANATTI RAMBLE Phone (08)9451 6556  
 EAST CANNINGTON WA 6107

CASH SHOULD NOT BE SENT IN THE MAIL!

## 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

Matt Picken  
Mark Giggins

#### 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.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 un-cropped.

Your Committee for 2008/2009

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