

Slipstream



September 2008 *Cover picture: The editors new (old) Sagitta 900 on the dunes at Safety Bay*

BE QUIET! (Episode 2, the enemy within)

Well, as promised, we have the second installment on how to effectively shut your aircraft up. Last month we talked about the use of silencers to keep the exhaust note down; propellers to reduce tip noise; and keeping carbies quiet with screens and filters; this month we go more in depth and look at everything that is hanging off your engine. That's right, THE AIRCRAFT.

Why would you even look at your aircraft as a possible source of noise? It's just got servo's in it and it's covered in monokote, it doesn't make noise! True, but then again, neither does a drum-Until you hit it. Now if you consider the power pulse of the engine as the drumstick, you can now see why we would consider the aircraft, all the super tight monokote makes every panel a drum skin!

While we can't really stop the power pulses and vibration from the engine, we can limit it's transmission through the fuselage. Namely with the use of "soft mounts". These can be bought, and there are some brilliant bits of kit out there, or made at home with the right tools and some time, but first, let's take a look at the commercially available "softies".

For Engines up to about 1.20 size there are two really simple kits available from Du-Bro and Sullivan. Let's look at the Du-Bro first.



Du-Bro 4 stroke Engine Mount shown

The Du-Bro is your typical aluminium beam mount, isolated in 4 directions by a set of elastomeric units, (the little black bits around the top and bottom of the mount) effectively insulating the aircraft from the power pulses and vibrations of your engine. These do work well but I have noticed that if you overload the mounts (say put a 1.20 on a .60 mount) they will sag under the weight of the engine, and wear out quickly. Being so substantial they're also heavy. In short they work, and can be used to replace existing mounts, but make sure they're going to do the job you want from them.

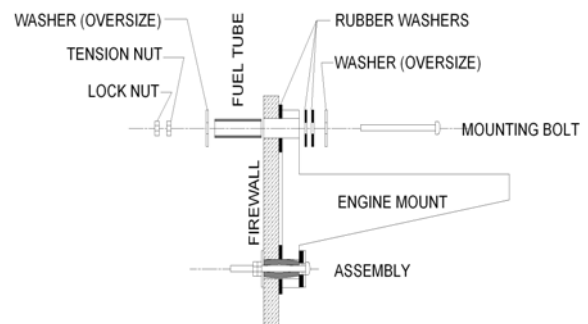


Sullivan Soft Mount Kit Shown.

Here we have the Sullivan Kit, Which works on the same principle but the star shaped unit mounts onto the backplate screws of the engine, which may not make it a very good choice for the retro-fitter as there isn't any way to change the thrust washer position from the firewall with these units. However, they're light and they work, but as with all of these, if you overload the mounts they will sag.

For those of you with bigger engines, A better, but albeit more expensive option is to go for a Hyde mount. These have been used on everything up to and including DA 200's. They're designed and built by Merle Hyde, World Championship winning Chip Hyde's Father. If you have a special case he will design something specifically for your engine, but in most cases an off the shelf mount will work. These are the best in the business, but be warned, you're likely to fall off your chair when you see the price!

Now, for those who want to live dangerously (and save a few coins) here's a proven way to do something similar using bits and pieces from your workshop crap drawer to make a useful "softie".



Hopefully the picture is fairly self explanatory, but here are some building notes:

1. Make sure that the fuel tube is about 1.5 times the pocket depth between the mount front and the back of the firewall. This gives you a lot of tube to "crush" with your tensioning nut. You can make the mount loose or tight depending on the tightness of your nut. The lock nut is there, obviously for locking the tightening nut off, and keeping your engine on the aircraft! A small word on fuel tubing, I use the crappiest fuel tubing I can find (that fluorescent stuff gets my vote!) as it's going to get chewed in 6 months time. Make sure to replace the fuel tubing when you do your 100 hour service. (You do do 100 hour services on you planes, DON'T YOU!?!)
2. The Holes through the engine mount and firewall should be "juuust" slightly larger than the fuel tubing, given that most fuel tubing is around 5.5mm; I usually go for a 6mm hole. This makes everything easy to assemble and still gives enough room for the crushed fuel tubing.
3. The Rubber washers couldn't be easier, find a punctured bicycle tube and pilfer it. If you have kids, I'm sure you have thrown out more of these than you've had hot dinners. Using a 12mm and 3mm punch, you can knock out tonnes of small rubber washers which are useful EVERYWHERE! I prefer to bank up at least three washers on every point to make sure I've got enough "give" to keep my airframe quiet.

Right, there we are, the airframe is no longer a musical instrument, and the plane is much quieter. Brilliant! I should point out that the above mount has been used successfully on engines up to .90's. Larger engines may require some engineering of the initial design.

Next month, we get down to the fine detail of keeping things a little hush-hush.

Greg Kowalski

The committee would like to thank Peter Snook for his continuing efforts to keep the noise of his aircraft to an acceptable level, well done!

2009 Contest Calender.

After discussions with the shire KAMS are keen to continue with a 2009 Contest Calender.

We are endeavouring to accommodate all groups requests but need to have a calendar presented a little earlier so we can inform our neighbours of the 2009 years activities.

Could a member from each SIG please let me know what event and the approximate date your group would like to run them on by Monday October 13th.

Sorry about the short notice and thanks for your help.

Regards
Tim Kullack.
timk@perthrecruit.com.au
0438 995 200

KAMS August 08 General Meeting Minutes

Meeting Open: with President Peter White in the chair at 8:00pm

Attendance: 36 (1 Visitor – Mrs Munns)

Apologies: F.Jensen, P. Pinder, I Johnson.

Secretary's Report

Correspondence: **IN** : From Gabriels Environmental re:quote; AWA re: special general meeting; From Council re rates.

Correspondence **OUT:** nil

Previous Meeting Minutes: In *Slipstream*

It was **moved** Bruce Willett **seconded** Phil Trueman That the minutes be accepted **carried**

Business Arising: nil

It was **moved** Eric Gooch **seconded** Chris Jones That the secretaries report be accepted **carried**

Treasurer's Report

Statement up to:	31 July 2008
Opening Balance	\$25,519.85
Credits	\$12,803.50
Debits	\$7,303.17
Balance Brought Forward	\$31,007.65

Advantage Saver Balance Not available

Major Expenditures: Canteen,AWA

Current membership: 85

It was **moved** Mike Madsen and **seconded** Ken Greaves That the treasurers report be accepted **carried**

Club Business

Membership services: Clement Volesingham (s); Yoreth (Griff) Griffiths was welcomed to the club, Graham Sharpe's 10 year milestone acknowledged at the meeting

Bronze Wings: nil

AWA REPORT (J Mero, K Greaves)

Main points: New AWA constitution approved;Greg Russell-Brown appointed AWA CFI; Special GM to be held to resolve Adler-WARS situation;New 2.5cc F/F event (F1C);New C/L speed record set by Aussie team

Other reports

Eric Gooch reported on Woodshow held in early August. Many KAMS members either displayed models or manned the display over the course of the weekend. All were thanked by Eric who reported that KAMS/AWA were invited back by the event organizers for next years show.

Building Program

Fencing works underway. President to approach neighbors re: road works

General Business From the Floor

Noise issue

President indicated to members that council were now actively pushing for resolution. Troy Latto tabled a quotation from Gabriel's Environmental consultants and gave verbal report on conversations with the environmental engineers. Bruce Willet presented some options for management of noise in addition to valuable data on how other clubs have handled similar issues. The following was agreed:

Objective: Control flying times and types of aircraft

Weekdays: Flying Between 09:00 and 18:00hrs (19:00 hrs during daylight saving)

Certain Aircraft between 10:30 – 15:00 hrs

Saturday/Sunday: As for Weekdays

No flying Days: Xmas Day, Boxing Day, New years Day, Good Friday, Easter Sunday.

Notes:

- Prevailing weather will dictate flying activity e.g. June – Aug 2008, 20 days were lost due to inclement weather
- Internal education process with members to reduce noise emissions

Additional discussion was had over the status of glider and electric type aircraft. It was generally agreed that these restrictions would not apply to these aircraft as they emit no noise and are deemed not to have the same nuisance value in the eyes of the neighbors.

It was agreed that this information would be used as the basis of our submission to the SJ shire council for our neighbors. Secretary agreed to get this under way ASAP.

Bronze Wing accreditation day: Secretary proposed that the club hold a Bronze Wing qualification day for members. This was agreed. Secretary to liaise with CFI and put notice in Slipstream

Warbirds: President displayed poster for Warbirds Day and reminded all members of this special day in our calendar.

Email Addresses: Slipstream editor requested all members with email addresses to contact him as matter of urgency if you are not already registered to receive Slipstream by email. Hardcopy Slipstream numbers are increasing, causing a drain on resources and time.

Calendar 2008:

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 Close: 9:45pm

KAMS Committee Meeting Minutes– September 2008

Meeting open: President Peter White 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) C West (Treas);

Secretary's Report

Correspondence In: - From Westpac – Follow up on loan application; From SJSC re: Noise Management plan

Correspondence Out – To SJSC: Noise Management submission

Previous Meeting Minutes: *In Slipstream*

Business Arising: nil

It was *moved* B. Willet, *Seconded* C. West that Secretary's report be accepted -

Treasurer Report

Statement up to:	31/08/08
Opening Balance	
	\$31,009.65
Credits	\$9,545.00
Debits	
\$4,592.01	
Balance Brought Forward	
	\$35,962.64

Advantage Saver Balance
Statement not avail

Major Expenditures: rates,AWA,Canteen

Current membership: 107 up to 31/08/08 – A letter is to be sent to 2007/2008 members reminding them to rejoin KAMS if they desire to do so.

Club Business:

New Members: Emile Van Der Linden, Brendon Fernandez, Gary Herren

Wings: Simon Nelissen, Tim Kullack

Building Program: Progress

Safety fence around the viewing area has now been installed. Some small modifications/additions (gates etc) have been suggested and will be reviewed. President added a wire strainer between the lower rail and the ground to prevent runaway aircraft from potentially squeezing under the fence. Treasurer to follow up on gate and fence improvements.

Next phase will be the road re-surfacing and drains. Quotes being sought.

Purchase of a truck load of yellow sand was approved.

Reports – From the floor nil

Noise issue

The submission from KAMS to the neighbors via the SJ Shire was tabled. All agreed that the proposal accurately reflected the members wishes as discussed at the August General Meeting. Feedback from council on the detail of the plan showed that they were not fully cognizant of its intent. A meeting will be convened between the committee and council to clarify any issues arising. Tim Kullack to liaise with council.

Secretary tabled a draft proposal for the formation of an Operations sub-committee to oversee club flying operations. This proposal was accepted in principle but was felt to be too far reaching in its content. A scaled back proposal focussing on the noise management issue was accepted and Bruce Willett agreed to chair the noise management sub-committee. Bruce has already approached several members to form the committee and interest has been high. Members are also keen to know what noise emissions their particular aircraft generate.

Bruce Willett tabled some research he has already carried out on the noise management issue. Bruce has been in contact with clubs in Europe and the USA who have had similar challenges as KAMS. Bruce proposed the purchase of equipment and software to assist KAMS in establishing noise testing standards for aircraft. This equipment and any data generated will be the exclusive property of KAMS.

Troy Latto donated a Toshiba Laptop computer to KAMS for the recording and archiving of results. Tim Kullack donated \$100 cash toward the purchase of equipment. – Thankyou Troy and Tim. Secretary agreed to approach outside sources for further funding of equipment and software.

Constitutional and by-law reform will be drafted and discussed pending the outcome of the council/neighbour acceptance of the KAMS management plan

General Business

Canteen price structure. President to communicate new pricing information to canteen manager.

Wings qualification weekend.

Secretary reported that the wings qualification weekend will be held on October 11 & 12. CFI Ken Wansborough will organize instructors of both modes (1 & 2) to attend on both days. A list of wings qualified members collated from both club and AWA records was tabled. Non wings qualified members will be sent a letter inviting them to attend on the day. A BBQ run by the committee will be laid on for all members and instructors who qualify for their wings on either day. A notice will also be placed in Slipstream.

Calendar Review

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
11	Sat	Wings qualification	Day (general flying permitted)
12	Sun	Wings qualification	Day (general flying permitted)
15	Wed	General Meeting	8pm
19	Sun	WARBIRDS	Day
25	Sat	Pylon	1pm on

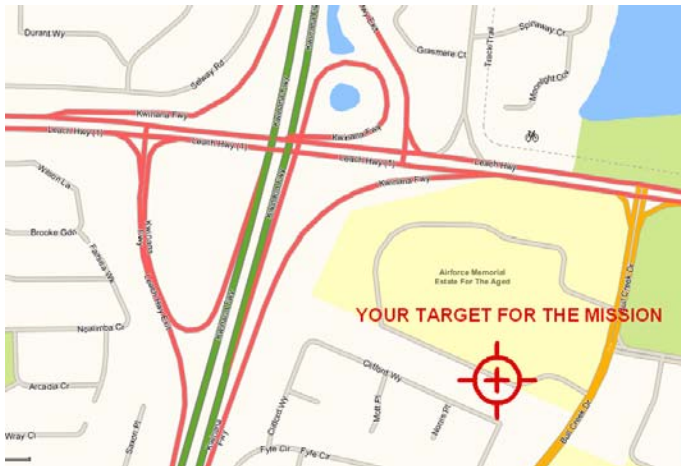
Meeting Closed: 9:30pm

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



WE NEED YOU THERE!

“WHO the bloody hell made that decision!?!?” is a phrase often heard in the pits of a weekend from those modelers who simply turn up and fly. Well, it may come as a surprise to those of you who don't attend the meetings that the decisions are made by those who are there. Everyone has equal standing in the club, and if you're not there to voice your opinion, you've only yourself to blame if you don't like the way the club is run. It's a democracy, but you have to be there to have your say. So: **HAVE YOUR SAY!**



When you see the really, really BIG model spitfire, looming out of the darkness, you're there! Refreshments are provided, and there's always time for a good yak afterwards.

MEETING STARTS AT 8:00 BE THERE!

ANOTHER REMINDER...

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
 11 Sat Wings qualification Day (general flying permitted)
 12 Sun Wings qualification Day (general flying permitted)
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(1/2 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.

Slipstream Complaints: Please forward all correspondence regarding slipstream complaints to your nearest circular file available to you.

Your Committee for 2008/2009

President: Peter White

Telephone: 08 9456 4800

Email: PLEVALLEY@bigpond.com.au

Secretary: Troy Latto

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Email: latto@iprimus.com.au

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Committee Member: Tim Kullack

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Slipstream editor: Greg Kowalski

Email: curare@iinet.net.au

Safety Officer: Malcolm Retallack

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