



Airwaves

Sports Aeromodellers Association Moreton Bay Region

Monthly Newsletter - February 2015



MAAA 68th NATIONALS DINNER

<http://www.maaevents.com.au/>

The When: **Wednesday 15th April**
7.00pm for 7.30pm

The Where: **The Glen Hotel, Gaskell St, Eight Mile Plains**

The Meal: **On Arrival**
A selection of Yum Cha & Euro Pastry Platters

Main Course

Served Alternately with baked potato, crisp vegetables & fresh bread roll

- * Char grilled rump steak, cooked medium with mushroom sauce**
- * Chicken Kiev filled with garlic butter & herbs served with gravy**

Dessert

Served alternately with fresh chantilly cream

- * Petite Pavlova. Wild Berry compote**
- * Cheesecake. Plum & Raspberry**

Tea & Coffee * Cash Bar

Dress: Smart Casual

Cost: \$50 each

RSVP: Wed 8th April

Payment Details: **MAAQ .Westpac. BSB: 034127 A/C 313261**

Email proof of payment to : treasurer@maaq.org with your MAAQ AUS number and first three letters of your surname in the EFT transaction (eg nnnnAAA).

<http://www.maaevents.com.au/>

Learning to Fly

Re-produced with permission from the Editor of RCM&E Magazine December 2014 entitled "Editorial." (thanks to Graham Ashby)

<http://www.modelflying.co.uk/>

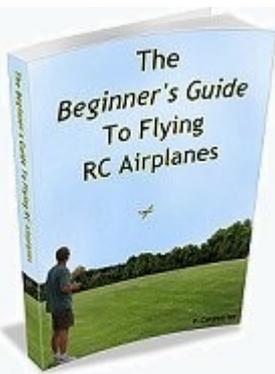
I've been doing a bit of instructing at the club these last few months and, I must say, have been thoroughly enjoying the change of pace and the opportunity to "put something back" - no really!

Now training is one of those things people seem to either love or loathe, and, having taught a good many budding RC flyers over the years, I can totally understand all the reasons for both liking or disliking the job.



Laughably, the students are often the first point of contention for, as always, you come across a whole range of attitudes and attributes. There are those who don't listen, those that think they know it all, those that are over-confident, and those that suffer nerves.

There are heavy handed students, students who want to run before they can walk, students who get frustrated, and folks who simply don't fly enough to make any progress. Then of course there's the other side of the coin: students who listen, are aware they've got a bit to learn, realise their limitations, are composed, patient, gentle on the sticks, and put the required hours in.



Alas, however, the one failing that almost all suffer from is a desire to go solo and sever that umbilical buddy cord as soon as humanly possible, if not before!

Sadly, yet understandably, training is often seen by students as a very cut-and-dried 'means to an end'. "Lets get this over with mate, then I can go solo and fly a big warbird like that geezer over there". Now don't get me wrong, to a certain extent the process of learning to fly needs to be a structured (if only loosely) means to an end; however that doesn't mean it can't be enjoyed. It doesn't have to be a fast-track process, and it doesn't have to cause undue angst for either the student or the instructor.

For 90% of us learning to fly is not a skill that's easy to pick up and, accordingly, there's a good chance it's going to take some time to master. To my mind then, it's best viewed as a journey in which time is no obstacle. Ideally, it should be a trip where you allow yourself time to stop, take tea, see the sights, and maybe soak up a bit of the local culture. A hell-for-leather dash from A to B without so much as a comfort break is not the way to get the most out of it.

When you think about it, learning to fly is probably the most structured thing many people ever do as flying RC is concerned, which is a great pity. Generally, no sooner than you have gone solo, the ties are cut, you sacrifice your buddy lead to the great warbird God, and before you know it, you're on your own. At this point, and without a structured training regime

to fall back on, some find their flying stagnates, they stop learning and, in certain circumstances they can even regress! Realising what's going on here is often the easy part, doing something about it is not so straightforward.

So some advice. Firstly, if you are a beginner and you're currently learning to fly, try to relax and enjoy the process. Don't rush things; it's not a race and no-one is going to pin a medal on you for finishing early.

Secondly, if you've recently gone solo, don't be under the impression you've been cast out and have to learn everything else the hard way. Consider asking your old instructor for a few advanced flying lessons. These can be in anything from using flaps to advanced aerobatics. The key to it is to keep learning and try to make that journey last as long as possible. Model flying is such a diverse and challenging hobby that no-one ever reaches their destination knowing everything there is to know. In that respect, each and everyone of us is a student: the only difference is that some started their tour a little earlier.

Graham Ashby.



Something Different

Darren Robinson's Foamboard plane raised a few eyebrows when he flew this with great success a couple of weeks ago. Construction details can be found on the internet at; <http://fpvlab.com/forums/showthread.php?7994-Foamboard-FPV-aircraft>.

The nose section slides back and forth to obtain correct CG depending on Lipo size and installation of FPV equipment. Fuselage is two pieces of dowel. Prop size 11x5.

No doubt he can provide further details re specifications and give recommendations.

Foamboard may be purchased at Officeworks, Lutwyche where club member, Will works.



Gibson Field Report

The Shed is finished!!

ShedZone finished the club shed on Sat 7th Feb. Looks good and will now give us some welcome shade and somewhere to sit. In the next week or two we will get some chairs up there from the Bray field. The cover over the toilets is the next structure to be completed and that will be sometime in the near future.



The next few things to consider are :

- *Water tank and tank stand, get prices and materials cost and purchase ASAP.
- *Cover over containers, get quote and complete task in next two months?
- *Get tractor up to Gibson field (either long term or short term) and control groundsel
- *Install/attach lock up security panels between containers to secure tractor in next two months?



*Power supply. (solar panels, storage batteries, inverter, control system, etc, approx \$5000).

*Hard cover over pits in next six to eight months?
Engineering drawings already approved.

Official opening Jun/Jul?

I cannot see any reason for not achieving the above this year if the general membership is agreeable to the necessary expenditure. When you look at the photos we have come a long way since the start of ground work in 2011. Many club members have contributed in the last few years and they should be proud of what has been achieved so far. Some of the tasks you have helped with so far:

Approximately 800 metres of *fencing over at least five working bees.*

Digging footings for containers and pouring concrete plinths for containers.

Concrete slab for toilets.

Picking up thousands of rocks, sticks and tree roots after the earthworks.

Levelling soil for flying surfaces.

Mowing and whipper snipping.

Poisoning groundsel.

Cutting down trees.

Preparing, painting and concreting posts for pit shade.

Catering for working bees.

We now have a substantial mower, two toilets, two containers, substantial club shed, two very good strips and taxiways/pit areas, pilot area and all well defined by fencing (including boundary fence) and all done by club members. All this has taken place in just over three years. Well done and keep up the good work. We have a



great club, great members and great facilities. Please enjoy both fields.

Graham Tattersall.



Meeting Dates for 2015

These are the dates for club meetings to be held this year. Put it in your diary.

April 24th; June 26th; August 28th, October 30th, November 27th 2015.



Interesting Trivia

2014 was another bumper year of orders and deliveries of the 737. Boeing took 1196 orders and delivered 485 aircraft. The 737 is the best selling commercial aircraft in aviation history with almost 13,000 aircraft sold.

In 2013 Boeing took net orders for 1208 737's; that stands as the most of any model by any major commercial manufacturer in history. By Jan 2015 the total number of 737 NG's ordered was over 6.800, 70% of which were for the 800 series.

By Jan 2015 the 737 had an order backlog of 4300 aircraft, including more than 2,600 orders for the 737 MAX. This is about one third of the entire order backlog for all commercial jets built by Boeing and Airbus.

Even with the rise in production rate of the present 42 per month to 47 per month in 2017 and to 52 per month in 2018, even with no further orders this will ensure the 737's production until at least 2022.

As of Jan 2015 Boeing had orders for 2,600 737 MAX's.



Lakes Bray & Gibson

Photo's taken during Cyclone Marcia Saturday 21 February 2015

It gives a whole new meaning for SAAMBR
(Submarine And Aquatic Motor Boat Racing)



Car parking past the containers at Sid Bray Field closed until further notice

Mild to Wild
RRC
HOURS
Mon-fri 11-5.30pm - Sat 9.30-2pm
Shop 4 / 4 Patricks Rd ARANA HILLS
Phone 3351 0044
ONLY 5min AWAY
www.mildtowildrc.com.au

The Centre Of Gravity and it's effect on a model

By Barry Evans

This is mainly for the information of people just getting in to R/C modelling .Experienced modellers will (or should) know all this . My explanations are very very basic as I have left out any complex data to make the ideas as simple as possible to understand.

You will certainly have heard the term C of G or Centre of Gravity mentioned quite a lot with-in aeromodelling circles. Every mass has a Centre of Gravity but this article is referring to fixed wing model aircraft only. The centre of gravity can occur anywhere on a model but we are interested mainly in the balance point, longitudinally , of the model. Looking down on top of the model , if the Centre of Gravity is off to one side of the centreline of the model , the model will fly OWL (one wing low). This is called lateral imbalance. It can be rectified by adding weight to the lighter side of the model at the wing tip.

It can also be corrected by adjusting the aileron trim on the Transmitter or adjusting the trim on the wing via the quick links. It will not fix the problem but just make the wings fly level. This will cause loss of speed by adding drag to the model as it will be crabbing. You will notice it in loops etc as the model will try to corkscrew due to aileron drag. . If you decide to fix the problem by adding weight to one wingtip and the model still flies OWL you most certainly have one of the following problems. The ailerons are not set correctly, there is a warp or twist in the wing, one wing is a different shape or one wing shorter than the other or the fin and rudder are out of alignment. Different shaped wing halves come about mainly in foam cored wings with one core being cut with a slightly different profile to the other. If the wing is not built true the model will never fly true. Back in the days when modellers actually built their own model it sometimes happened that with slightly asymmetric aerofoil profiles one wing panel could be built upside down. True, I have seen it on several occasions over the last 50 years of R/C modelling.

When most modelers talk about the C of G they are actually referring to the longitudinal balance point of the model. This generally occurs on a conventional type model at a position about 20 to 30 percent of the wing chord back from the leading edge of the wing. this would be for a constant chord wing like say a Scanner. Tapered wings and sweptback wings operate on the same principle but a different calculation is used to find the distance back from the leading edge of the wing and at which point on the leading edge that the measurement is made.

Having now completed your model and added all the \$\$\$expensive bits we come to getting the balance point right. On a tractor engine model ie, the engine is up the front, the model is balanced with the fuel tank EMPTY. If your pride and joy is a pusher, ie the engine is down the back the model is balanced with the fuel tank FULL. If your model is electric powered or is an unpowered glider , you do not have to worry about the fuel tank contents. There is a reason for the different fuel contents position but just accept that what I say about fuel tank contents is correct so you are not totally confused.

Minutes: General Meeting

Date: 30/01/2015

Chair: Brad Jory

Present: Quorum present as per attendance book.

Meeting commenced: 7:33pm

Apologies: Gordon Barnett, Bruce Parker .

Previous minutes – correct as published in Airwaves. Moved: Dave Mont, Seconded: Darryl Thomas. All members in favour.

Presidents Report

The President welcomed members back to the New Year and thanked members for their support in 2014. Brad advised the meeting that he is looking to take a break from the President's position and sought interest from persons who may wish to take up the position or who may know of someone interested in the position. Brad reminded members if they have any issues to raise that general meetings are the place to do it.

Secretary's Report: The Secretary welcomed a new members; Garry Cattle, Mark Thompson and James McAllen.

Treasurers Report: The Treasurer offered up a written treasurers report current as at 30/01/2015.

CFI Report: Nil

Fuel Report: Rob Moore advised that there is plenty of fuel available and that there will be a price increase. Details will be advised when known.

Pro Report: Brad advised that Greg is unable to continue in the role due to work commitments and sought interested parties to take up the role.

Airwaves: Dick Hall thanked members for their contributions to Airwaves.

Field maintenance.

Sid Bray Field: Rob Moore advised the working B at Sid Bray field for February is cancelled.

Jim Gibson Field: Graham Tattersall advised that the shed at the field is up and the doors and awnings have been fitted. The guttering will be next to go on. All monies had been paid for the new club house except for a final \$500 payment. He further advise that due to rain at the field and the work than needed to be done that the working B would not go ahead. He also noted that despite the rain, the field was still flyable.

Motion: That reports be accepted as read. Moved: Eric Pond. Seconded: Barry Evans . Carried – all members in favour.

General business

Darren Robinson stood down from his role as minute taker and committee member. The President called for persons interested in taking up the minute taker's role. Barry Evans volunteered for the position. Thank you Barry.

Dave Mont addressed the meeting re moving the tractor from Sid Bray field to Jim Gibson field. He suggested a requirement for the erection of a roof to span the containers to protect the tractor from weather. He will speak with Graham re needs, materials etc. The meeting was reminded that any alterations are subject to council approval. Ian Swadling suggested sheeting the tractor storage area to protect it from view.

The President advised the meeting that Sid Bray Field is now owned by the Council and that the club no longer pays lease fees to the Brays. He advised he has written to council re the future of the field and is awaiting a reply. It is understood that land adjacent to the field has

been earmarked for a sports and recreation precinct.

The President advised that despite rumours. No complaints have been received in relation to noise or otherwise at Sid Bray field.

Eric Pond sought clarification on the flying of float planes at the yacht club. Brad advised that no money for membership had been paid the yacht club and that he would follow it up with Greg.

The President advised that an application for signage to the field throughout the new estate had been made to council.

Ian Swadling indicated that there is not a lot of flying happening at Jim Gibson Field and there needs to be more promotion. Graham indicated an official opening will occur once works are complete.

The treasurer advised the meeting that the club's application for a grant of funds from MAAQ was approved to the amount of \$8960. Conditions of the grant requiring the club remain affiliated with the MAAQ/MAAA for the next six years. He advised if the club moved away from the MAAQ in the next six years the full grant would have to be repaid. He called that a motion be moved to accept the MAAQ grant.

A motion to accept the grant and conditions was moved by Graham Tattersall.

Seconded: Peter Kraus. Motion to accept the grant was carried.

Meeting closed: 8:20pm

! NO SMOKING !

Members are reminded about the No Smoking policy at the two main tables and within the confines of the club house area. Unfortunately, some smokers are "creeping back" to their old habit of sitting at the downwind end of the table and hiding a fag underneath out of sight, or behind their back in the hopes the smoke will go unnoticed.

Please abide by the ruling as it is there for health reasons and comfort of those members who do not smoke .

Dispose of your butts in the receptacles provided rather than dropping them on the ground. Many thanks to those smokers who do the right thing.



Events Calendar 2015

February

27th General SAAMBR meeting Lawnton 7.30 pm

March

1st Working Bee Jim Gibson Field

7th Gold Coast Model Flying Club Boot Sale & Swap Meet 9am—5pm. Contact Rod
0414753954

28th QLD Turbine Flyers at Toowoomba TAA

April

9-19 **MAAA 68th** Nat. Championships Tingalpa.

15 **Nationals Dinner** Eight Mile Plains

24th General SAAMBR meeting Lawnton.



SAAMBR

Contact Information:

PO Box 574 Chermside South Qld 4032

Bray Field location:

Elizabeth Road, Griffin, North of Brisbane 4503

Gibson Field location:

Uhlmann Road, Burpengary East, North of Brisbane 4505

◊ President

Brad Jory

Email: president@saambr.asn.au

◊ Secretary

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◊ Public Relations Officer

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◊ Gibson Field Coordinator

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Airwaves

Dick Hall

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Website: www.saambr.asn.au



Have you joined our SAAMBR Facebook Page? It's a great way to connect with fellow flyers!

<https://www.facebook.com/SAAMBRRC>

[SAAMBRRC](https://www.facebook.com/SAAMBRRC)

Indemnity: Please be aware that the views expressed by authors of articles found in this newsletter are the full responsibility of the author of the article and not necessarily the opinion of the SAAMBR committee, its members or the Editor.

NEXT WORKING BEE

SUNDAY MARCH 1ST

JIM GIBSON FIELD
8.00am

Next Meeting

Friday 27th February
Community Hall
Cnr Todd & Ellis Sts.
LAWNTON
7.30PM

Next Working Bee: Jim Gibson Field

Sunday March 1st 8.00am