



Airwaves

Sports Aeromodellers Association Moreton Bay Region

Monthly Newsletter - February 2016

WARNING

Uhlmann Rd. Field in Jeopardy !

WARNING

Gentlemen,

The future of the field at Uhlmann Road is in danger of being **lost, closed.... shut down !!**

Recently our President received a phone call from Council stating they had received a complaint from a member of the public claiming someone had been flying at 7.00am and found this unacceptable . We could lose the field if it continued.

Flying hours are the same as those at the Sid Bray Field...ie not before 8.00am .

This complaint follows closely on the complaint about large planes flying over Uhlmann road and over the adjoining gun club.

We also find this unacceptable. We already know who flew over the gun club and we will not allow one or two members to place our tenure at the field in jeopardy.

Don't ruin it for your mates! All members **must** abide by the club rules and regulations as well as Council regulations and wishes.

We have too much at stake to be lost by the thoughtless actions of some members. It is up to all of us to do the right thing and ensure others do the same. If you see or hear of someone not doing the right thing bring it to the attention of a committee member.

If you wish to flaunt the rules it is suggest you pack up your flight box and move on.

Ed.



Next Meeting
Friday 26th February 7.30pm
Community Hall
Cnr Todd & Ellis Sts.
LAWNTON
7.30PM

Meeting Dates for 2016

(last Friday of the month)

26th February

24th June

26th August

25th November.

No Flying When Mowing Is In Progress

Please do not fly when the airfield is being mown. This is a safety requirement and some members have been flying while this is in progress.

This places the operator in danger as he is not watching aircraft that may approach too close and allow him to take evasive action.

In the past there have been near misses so please do the right thing.



Walking Down The Aisle

I'll never forget how happy I was seeing her walking down the aisle towards me.

My heart was beating fast and I remember how excited I was. It was almost unbearable.

It seemed to take an age but eventually there she was standing beside me.

I gave her a loving smile and said, "Get that trolley over here, love. They're doing 3 cartons of beer for the price of 2."



Gentlemen.

There are several important things to discuss this month. Sadly there has been a noise complaint to council about an aircraft flying from 7am. Until approximately 4pm. The latter time is okay, the starting time is not. The club rules are the same for Uhlmann Rd and Brays Rd. It is the same club just a different venue.



Until further notice **No** model is to be flown at Uhlmann Rd before 8am on allowable flying days. NO exceptions. These noise complaints must be taken very seriously. Any member of this club who decides this rule is not for them we will accept your resignation.

If you fly before 8am we will ASK for your resignation.



The club has invested an enormous amount of time and money into Uhlmann Rd and we have no intention of losing all this because some idiots disregard our club rules. Noise will always be a problem so try your best to make your model quieter by propeller or muffler choice. 94db maximum is the target.

We have another report of a model flying over Uhlmann Rd outside of our designated flying area. Remember the local residents don't miss much. Please be careful on your circuits and approaches.

Complaints have also been received about members putting models or gear on the tables in the clubhouse and under the clubhouse awning at Uhlmann Rd. Please discontinue this practice as the tables are for socialising, eating and relaxing. The pit area or your car are for models.

It has also been brought to our attention that people are smoking in and around the club house and pit area. Most of our members are not addicted to smoking and dislike others smoking in their vicinity. Smoking in the pit is just plain stupid as there are highly flammable fuels being dispensed there. Smokers please have some consideration for those who do not smoke. There is plenty of open space away from others for your nicotine hit !!!!!

There has also been a complaint about a quadcopter (drone) being flown over and around the clubhouse area. Keep your drone out over the flying area.

The preceding items were not just thought up by the Committee but are real complaints brought up by concerned club members and Council. Let's keep harmony in the club. For that matter let's keep our club.



The groundsel problem is being accepted by council as their problem and will cover all costs

for the moment. When workers are eradicating the groundsel give them a wide clearance with the models and be aware that they could inadvertently walk or drive machinery onto the flying area.

To avoid neighbourly conflicts about noise please keep your models to the east when flying and keep the circuits and landings close.

The combination lock on the Brays Rd clubhouse has been installed and is operational. Each member has already been emailed the code which is different from the gate as the horse people need to access the paddock. If you have forgotten the code it can be obtained at the meeting on Friday night.



Also please ensure that the toilet doors are not latched open and are to be kept closed at all times. The reason for this will be discussed at the February meeting.

The gate at Brays Rd has been temporarily repaired and if anyone has a suitable gate that could be used there please let the committee know.

The grid at Brays Rd will also be attended to when time and money becomes available. It has been examined and normal traffic is quite okay to use the grid.

The club rules are being overhauled and updated.

It would be nice if I did not have to be bringing these complaint matters up but they just seem to pile up. Most infringements are caused by just a few members unfortunately.

Enjoy your flying.

Thank you

Bazza





9 ½ Reasons to Turn it off

by Dan Imhoff

"I'll never do that", I said, "It won't happen to me," I said. "How could anyone be so stupid?" I said. Well I am now guilty of all three statements.

Late last year I was preparing an aircraft for a practice IMAC session. I'd spent hours fine tuning the aircraft so that it would give me the performance I needed to have productive practice.

The aircraft was called a "Splendor" by E-Flight, a rather well built aircraft with everything supplied to get you in the air, excepting transmitter. I operate 3 of them with different setups.

Whilst working on this aircraft I was very conscious of the fact that I didn't want the prop anywhere near facing me at anytime so I actually set up a tethering system to ensure that if something did happen it would take off across the shed and smash into a wall.

It was about 8pm at night, I'd set all the throws and the expo's, the fail-safe's etc. The normal stuff you do.

Once finished and tested before putting it to bed I decided not to disconnect the battery as this aircraft comes with a rather nice switch setup that renders the aircraft dead if switch to Off.... or so I thought.

I'd positioned the aircraft at the end of a very long bench. You could call it a runway if you like. And then went over and picked up my helicopter to prep it for the days flying as well.

I'd forgotten to turn off my transmitter but as you know most transmitters will remind you with a series of beeps or may even have a voice that tells you. My transmitter started beeping at me and in a second I reached around and turned it off.

About one second later the Splendor roared to life and became airborne off my bench and tracking directly to my face. I was fortunate that I had about 4m between myself and the now airborne aircraft, just enough time to put up my hands in front of my face. The aircraft hit my hands at full throttle and proceeded to amputate part of my little finger and all but slice through my middle and fourth finger as well.

Blood was everywhere, but the aircraft was still alive and kicking and now on the floor doing its best to catch fire. I quickly grabbed a fire extinguisher with my good hand and put it out.

I then looked at my hand and noticed 2 fingers hanging off and one finger missing from the second knuckle. I casually put my middle and fourth fingers back on as best I could and then

proceeded to wrap my hand in the cleanest microfiber cloths (available at Bunnings).

I was losing a lot of blood, and losing it fast. No time to get flustered I took a zip tie and tied it around my forearm to stop the bleeding. Then I had enough time to put a bandage around my arm to tighten it enough to stop the bleeding and then cut off the zip tie.

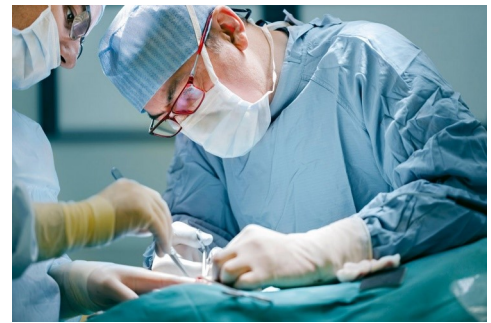
I casually went inside and announced to my wife that we needed to go to the hospital now and don't ask why I'll explain on the way, get the keys lets go.

By the time I'd arrived at the Redcliffe Hospital my white shirt was covered in blood and my hand bandage was dripping blood. A waiting patient who yelled out, "*Nurse, nurse this man has been shot or stabbed*", supplied a lighter moment. I quickly turned around and said nobody has been shot or stabbed, just settle down.

Bloody excitable bunch in there I can tell you. Many doctors came for a look and of course many selfie's with my battered hand are now being taken. Go figure.

To cut a long story short, I had surgery that night forgoing my wedding anniversary date with my wife at the Robbie Williams concert.

Five hours after the surgery I was on an aircraft bound for Vietnam for a job interview (which I got by the way) although many questions were raised at the interview about the condition of my wrapped up hand.



To this day I'm not sure what went wrong, the aircraft should have been dead with the switch in the off position. Clearly it wasn't. Basically a sleeping mistake waiting to happen.

All I can say is that when you're working on any electric aircraft, if you don't need the prop on it, take it off, or at least disconnect the motor.

Always disconnect the battery when storing the aircraft; switches don't always work how you think they should.

And above all have a plan of action should something go wrong. Make sure you have the appropriate equipment available to you in case you need to act quickly.

It's now Feb 2016, I have a new job and a new respect for electric powered model engines. I have lots of scars to remind me of my efforts and 9 ½ reasons to never do it again.

OH! and E-Flight were very nice to me and replaced the aircraft without question and even gave me a spare one.

Happy flying people... be safe out there. Dan Imhoff

IMAC 12th-13th March Uhlmann Rd. Field

Hi Members,

Last November SAAMBR hosted its first IMAC event at their new **Jim Gibson Field** at Morayfield which was supported by 25 pilots from all over Queensland and Northern NSW.

The weather was magnificent with two days of nearly cloudless sky and little wind. Competition over the two days was fierce at all levels and I'm happy to say support from the SAAMBR members was overwhelming. Graham Tattersall had the field in pristine condition and the members who volunteered to cook and clean made our guests feel very welcome indeed!

It was a magnificent success at all levels with many of the pilots commenting on how well SAAMBR club members had presented the field and represented its members. Comments you don't hear at every event.

We have been asked by the ASAA if we would be interested in providing two events each year on the IMAC calendar to which we have been able to accommodate for 2016. The first event will be held at the Jim Gibson Field on 12th-13th March and the second on December 3rd-4th. Both are open to members and their guest but not to the general public. Although it's pretty hard trying to stop people driving by from coming for a look.

We had strong support from our Sponsors and I'd like to thank those companies who helped make our first event the success it was. We managed to donate around \$650 to the club which I think is a great effort for our first competition.

I'd also like to give a big thanks to Brad Jory for making our Awards.

A personal thanks goes to **Grahame Tattersall, Wayne O'Halloran, George Falcon, Nev Vogler, John & Jenny Heit, Mike Lewis, Danny Hollis and Geoff Hunwick.**

Our next event is on Saturday 12th - 13th of March at 9am. New entrants are welcome to come and try IMAC. You don't need a \$8000 Giant Scale Model to enter or compete at a high level. However you do need to enter via the www.scaleaeros.com.au web site.

There will be a **night fly** on **Saturday Night 12th March** with a **Lamb on the spit** for dinner



SAAMBR Summer Classic IMAC 12th & 13th March 2016
Gibson Field, Uhlmann Rd, Burpengary

Major Sponsor
Extrem Hobbies
www.xtremehobby.com.au

Hurry Run!
Entries Close
at 5pm
Wednesday
9th March.

Competition in all Levels
- Basic
- Sportsman
- Intermediate
- Advanced
- Unlimited
- Free Style

Field Open
Friday 11th March for Practice
Competition Commences
12th March at 9am Sharp

Saturday Night
Fun Fly and-BBQ

Camping Available on Site
Canteen Facilities Available
Toilets Available

Car Boot sale on Sunday Morning
13th from 7am to 11am
Sell your old gear

Cost Per Pilot
\$50 includes
all the Tea and
Coffee you can
drink and 1 can
of Soft Drink or
Bottle of Water
each day.

For more information Call or email Dan Imhoff on 0427006290
or danimhoffimacqld@gmail.com

along with soft drinks and water for sale.

As always these events need the support of the club members in many areas and volunteers are sought for this event in the following areas.

Cooking Breakfast on Both Days from 6:30am-10.30am

Cooking Lunch on Both Days from 11am - 2pm

Cooking Dinner on Saturday Night Only from 5pm.

People to man the canteen during the day.

Civil Aircraft Spotters are needed for both days. Anyone can do this and is very important part of our competition.

If you have any enquiries regarding the competition or would like to register as a volunteer please feel free to call me on **0427006290** or email at danimhoffimacqld@gmail.com

Again thanks for your support and happy flying.

Kind Regards.

Dan Imhoff

SAAMBR Member and Queensland State Representative IMAC.



Gibson Field Report -Feb 2016

The last working bee on 7th Feb was well attended with 22 willing members on the day. A lot of weed spraying was done. All the fence lines including the main boundary got sprayed and the effects can now be seen. Well done to those guys.

Another member did several hours of slashing on the tractor while others grubbed out the small pine stumps along the entrance road which will prevent us getting tyres staked when slashing. It was not an easy job and several members on the grubbers were over 70 years of age! Well done by them, but would like to see some of the younger members take the tools off the older fellas!



The strips were also mowed and the Pilot area fence modified to enable members to access models in front of the enclosure. A great result for the working bee and a huge thanks to all who participated. Five or six members also backed up and had an impromptu working bee on Fri the 12th and we finished a few jobs that were not planned. Thanks boys. All in all the field is looking great and getting better all the time.



We now want to concentrate on getting the club shed more user friendly, ie: the kitchen sink/coffee making area and associated plumbing. If we have any current or retired plumbers/cabinet makers out there we would like to hear from you. Maybe a few of you could make that your project?

We also have council bins now so please use them and if bins are full take your rubbish home with you. Hopefully you should never have to do that now.

On another note it looks like the Council is going to treat/slash the Groundsel at the field which is a very big job and that looks like happening in the next few weeks.

Behind the scenes a lot of work has been going on and Barry has spent a fair bit of time with Council staff and we have had several on-site meetings at Gibson field and all very positive. There is also talk of Council and us sharing responsibility for maintenance of the field, which would reduce the work load and cost to the club. Fingers crossed!!

Finally, just a reminder to all pilots that we have club rules to protect ourselves and preserve the property we fly off.

Remember our height and noise limitations and do not fly over the entrance Rd or Uhlmann Rd. We have already had one complaint from the gun club and another from a member of the public re noise.



Those with the larger aerobatic type aircraft need to be particularly mindful of our situation. Some members think it is OK to fly over roads and it's OK to fly up to 2500 ft. Not so!! If you have friends from other clubs that fly at our fields occasionally, please ensure they sign the visitors book and remember they can only have four? visits before they must become either full members or associate members.

Please look after our assets and each other. Don't hesitate to have a chat to fellow pilots if they stray out of bounds or bend the rules and do not hesitate to report offenders if they object to your chat. It's all part of clubmanship.

We have a great club, great facilities and great members who generally do the right thing. It's your flying fields, your hobby so please protect it.

Cheers and Safe flying.

Tatts

Obey the Rules



Tips From The Workshop

When it's time to attach your landing gear to your model, use metal attachment straps instead of the plastic ones that come with the kit. They're stronger, and they don't wear out.

Suggest using Du-Bro metal straps and sheet-metal screws threaded into pilot holes drilled into the hardwood gear blocks.

When you install the straps, be sure to place them against the gear struts. This helps prevent the landing gear from moving side to side. Available from Mild To Wild, Du-Bro stockists.

www.modelairplanenews.com



Events Calendar 2016

February

20th Pattern flying Uhlmann Rd. Closed field.

26th First Club meeting of the year.

March

12 & 13th IMAC Uhlmann Rd. Closed field.

April

30-May1st Southern Cross Airforce Tin Can Bay
Neil Low 07 54864412

June

4-5th Southern Cross Airforce Bundaberg. Patsy
Brown 07 41590360

July

9-10. Southern Cross Airforce Coolumb. Tony Thornton
0408 791484

23-24th . Southern Cross Airforce. Dave Butler
07 38002974

NEXT WORKING BEE

Sunday 6th March

Sid Bray Field

8.00am

(Sign in book gets taken away at 8.30am)

Club shirts reduced price—BARGAIN

Our club shirts have been reduced in price, normally [\$30.00] now reduced to [\$ 20.00] Once cleared this will allow us to look at a new design in the future .

Contact **Rob Moore** or **Andrew Holloway** for purchases on the weekends.

Members can now purchase fuel in reduced quantities [i.e. Methanol, ` Nitro, ` Cool power, ` Castor oil etc.] Available on the weekends or give **Rob Moore** a call to purchase same.



SAAMBR

Contact Information:

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Sid Bray Field located at:

Elizabeth Road, Griffin, North of Brisbane 4503

Jim Gibson Field location:

Uhlmann Road, Burpengary East, North of Brisbane 4505

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It's a great way to connect
with fellow flyers!**

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