



# Airwaves

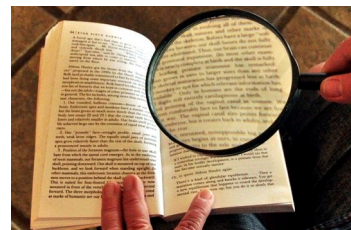
**Sports Aeromodellers Association Moreton Bay Region**

**Monthly Newsletter - April 2015**



## So Who Reads This Anyway?

Did you spot the gaff in the last issue?



If you had read the **Minutes Of The Meeting** you would have. We wanted to find out who reads it. At least one member did and responded as requested. He's now in the running to win \$250,000.

At every meeting the Chairperson asks if the minutes from the previous meeting be accepted. "*All those in favour?*" But did the proposer/seconded really read them?

Dick.

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*'The search for the man who terrorises nudist camps with a bacon slicer goes on. Inspector Jones had a tip-off this morning, but hopes to be back on duty tomorrow.'*

### **Next Meeting**

Friday 24th April  
Community Hall  
Cnr Todd & Ellis Sts  
LAWNTON 7.30PM

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### **Next Working Bee**

Sunday 3rd May  
Sid Bray Field 8.00AM  
Fencing & road repairs  
Need wheel barrows

## Gibson Field Report

By Graham Tattersall

Hi all,

Shed floor at Gibson field has been sealed by Mark Costello and his boys and looks great. The main area is a light grey and the kitchen area is the same with a black and grey marble flake finish. Kitchen area gets a final clear coat shortly. They will return further down the track to do the awning area.

Full curing of the sealer is now done so now it's okay to walk on. The other things in progress are the solar power system. The switchboard/control panel has been built and mounted on the wall and some cabling done. The panel support mounts are on the roof and all going well the panels will be mounted next Friday.

The cover over the toilets is scheduled next and the holes have been dug for that. Bob is happy now! He has new blades on his mower and a new radiator in the tractor. I must say a big thanks to Darryl Thomas for getting the radiator reconditioned and sourcing other parts we use to service our mowers. I also want to thank you, the committee members for your positive attitude and support to us in the development of the Gibson field. The members that count do appreciate your efforts and support. Thank you.

Well done on another great airwaves Dick!  
Cheers all.

Tatts

..and a big thanks to Dave Mount for installing the kitchen sink and cupboards. These photos were taken at the last major working bee so there has been progress since then.



## The take-off.

By Barry Evans

Having read the February 2015 airwaves you will know how to prepare and check your model for take-off. You may notice modellers tuning the engine for maximum RPM by holding the nose of the model up just prior to take off. You can achieve the same thing by just adjusting the needle when the model is horizontal on the ground. Tuning your model by holding the model vertically after starting and tuning for full RPM can mean you are pretty much assured of having a lean run during the flight. The lean run may not be lean enough to stop the engine but you are slowly but surely damaging your nice engine.

Well how do I tune my engine ?

Start up and tune for maximum RPM so that any further leaning will cause the engine to stop. Now wind the needle out so that the engine runs in a rich state but not four stroking. Now wind the needle back in about two thirds. This is the correct setting. When your model becomes airborne the propeller will unload and increase RPM. It will need this little bit extra fuel for a constant run. This is quite important. If you



have already tuned for maximum RPM on the ground you can see you now have a lean state as soon as the model becomes airborne. The result is a hotter and leaner run. You have all witnessed a model screaming its head off only to stop just after take-off. You can bet you sweet bippy it's tuned lean.



Now let's consider the take-off. First you have to check the wind and which runway it is favouring. Some days it will be across all runways pretty much equally. Some days there will be no significant wind. In both cases you can take off using any runway.

One important thing to consider is what is in the path of the model should engine failure occur shortly after becoming airborne and the model starts down. Something I practice frequently is to close the throttle shortly after take-Off and see if i can get it back to the strip. You really do not need much height to achieve this but you must start your turn back to the strip IMMEDIATELY the engine stops. You must also get the nose down and keep the airspeed up. Failing to do either and your model is going to have an outfield landing.



If you do not have sufficient height to return for a landing on the field you then have to consider where you are going to land the model. Think about this before getting airborne as you are not going to have time after the engine stops.



Let's consider nose wheel models. They are the easiest model to take-off as the nose wheel helps to keep the aircraft running

straight with most of the weight ahead of the centre of gravity so any tendency to want to turn into wind, ie weathercock, is dampened. Only minor directional corrections are needed to keep the model running straight until flying speed is reached. Do not be tempted to lift the model off too early as you could be setting yourself up for a stall and nasty contact with the ground and all that this ensues.

Now for tail wheel models, they are a whole new bag of tricks. The wind will always try to turn your model so that it is facing into wind and your job is to prevent this so keep the model running straight. Another peculiarity with tail wheels is torque swing caused by propeller torque and prop wash over the fin. Some of my models require almost full rudder deflection as the model gets moving and as the airspeed builds up you can ease up on the rudder input. With tail-wheelers the centre of gravity is behind the main wheels and once a swing develops it can be tricky to stop and a ground loop happens. It can cause the aircraft to lean towards the outside wing and in lots of cases the nose will hit the ground and the engine will stop. Another problem here is the upwind wing can lift and tip the model on its nose.



We have another problem which you will see occurring frequently and that is the model will move a short distance and then tip up on its nose again stopping the engine. This happens often with scale warbird fighters as their C of G is quite high and only a short distance behind the wheels.

The reason for the forward position of the main wheels is so they can retract easily into the thickest part of the wing. The P51 Mustang even has an extended leading edge on the wing next to the fuselage to accommodate a more forward rake on the undercarriage..



A good technique for this is to hold full back stick and get the power on fairly quickly to get the airflow over the tailplane. This has two purposes. One - is to hold the tailwheel on the ground to maintain directional steering. Two - is to stop the nose tipping forward. As the model accelerates you can start to ease back pressure on the stick and allow the tail to rise.

Once the tailwheel is off the ground the rudder takes care of direction. If you try to hold the



tailwheel on the ground after the wing generates enough lift to fly the model you will get a rapid pitch up of the model followed by a stall and a nasty prang. Just do not hold the tailwheel on the ground any longer than needed.

Slower flying models like a Cub can be allowed to just roll along and the tail will lift when it is ready but be aware of the tendency for the model to want to turn into the wind. Practise , practise, practise is the answer.

I personally prefer tailwheels as they are easier to set up and there is less stress on the rudder servo.

One final word of Caution about all models during take off is that if you have interconnected rudder with aileron and you have one wing lift and you correct it with aileron you will generate an unwanted steering effect as you are inputting rudder as well as aileron. If you are not aware this can happen you may get a surprise.

The next little epistle will be about landing .

Barry Evans

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## 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.**



Three animals were having a huge argument over who was the best. The first, a hawk, claimed that because of his ability to fly, he could attack anything repeatedly from above, and his prey had no chance. The second, a lion, based his claim on his strength ... None in the forest dared to challenge him. The third, a skunk, insisted he needed neither flight nor strength to frighten off any creature. As the trio debated the issue, an alligator came along and swallowed them all ... Hawk, Lion and Stinker.

## New Wings Recognition

From July 1st 2015 MAAA is introducing a Silver Wings category for models over 2kg. It has been designed to encourage park flyers and those new to the sport to join a club. This will allow people with a low cost model to enter the wings system while still keeping the Bronze Wings category and to move up to bigger and better aircraft, and beyond.

Flying tests for both categories will be the same, ie the current Bronze test, the only difference being the weight of the aircraft. A pilot going from Bronze to Silver will need to demonstrate their ability to fly a heavier or faster aircraft.

The award of wings and instructor ratings will be amended and published closer to the end of the financial year.

The Gold Wings category remains the same.

*Ronnie Corbett: Do you think marriage is a lottery?*

*Ronnie Barker: No! With a lottery you have a slight chance.*

*'A strange thing happened during a performance and orchestral recital at a concert hall in Bermuda tonight. The man playing the triangle disappeared.'*



CFI Steve doing what he does best.....getting down and dirty giving it the once over.

Boys at work on Rob Moore's Trojan with rebuilt motor thanks to Jim Fagan's expertise. Wouldn't run for more than 30secs. The culprit was right there all the time ! Red fuel container was old helicopter fuel. Then the prop came lose. Easily fixed and hit the sky once more.







Here's a magnificent Sky Mule the same as Wally's, an all foam 1.5m wing span twin engine electric model. Perfectly set up for FPV there's a video clip on Youtube taken in Mareeba of an Habu EDF jet being shadowed by this plane going screaming past. This photo was copied from the latest Air-flow magazine published by the MAAQ.

<https://www.youtube.com/watch?v=HoaEdwvsWQc>

## SAAMBR TRADER

(stuff advertised free of charge)

**BUY**

**SELL**

**WANTED**

**FREE**

**WANTED**

4 or 6 channel 36 meg JR or Hitec R/X or a Corona dual conversion rp8-d1 or rp6-d1 receiver (36 meg). Grahame Kennedy, ph (07) 38884136

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**Nightfly & Pylon Racing Sid Bray Field Sat 18 & Sun 19 April.**



## Events Calendar 2015

### April

24th General SAAMBR meeting Lawnton.

### May

2-3 Southern Cross Warbirds Tin Can Bay. Contact Neil Low 07 54864412.

9th MAAQ general meeting. Chermside library.

30-31 Dalby Fly In . Night fly and Boot sale. Camp.

### June

6,7,8 Bundaberg Southern Cross Warbirds. Contact Patsy Brown 07 41590360.

QLD Turbine Flyers Maryborough.

### July

QLD Turbine Flyers LARCS-Logan.

### August

29-30 Southern Cross Warbirds Gladstone

### September

19-20 Southern Cross Warbirds Toowoomba (TAA)

### October

17-18 Southern Cross Warbirds Maryborough

### November

14-15 Southern Cross Warbirds **SAAMBR**

**NEXT WORKING BEE**  
**SUNDAY 3rd MAY 8.00am**  
**SID BRAY FIELD**

**Fencing and Road repairs. Need wheelbarrows**

### **SAVE THE DATE**

**First Night-Fly at the new Jim Gibson Field.**

**SATURDAY 23 MAY**



#### **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**

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