



# Airwaves

**Sports Aeromodellers Association**

**Monthly Newsletter - May**

**Moreton Bay Region**

## President's Report

**From Brad Jory**

Not much to report on this month.

In the last report I mentioned that I was off to Emerald for the second round of the 2014 QLD IMAC comp. I have since flown comps at Bundaberg and another is due shortly at Dalby.

### Strong Club Involvement

I'm constantly amazed by the generous nature of the members associated with these small clubs and their ability to all pitch in to assist any special interest group in having a successful weekend. It also occurred to me that the financial returns for the club are significant and that the fees paid by the special interest groups, camping fees and canteen takings add a very valuable contribution to the club's financial status.

### Fundraising Events

Moving forward, I think that SAAMBR could very well benefit from the activity of these special groups (IMAC, PAT-TERN, WARBIRDS) if the members would avail themselves from one airfield every couple of months. If anybody has any suggestions for comps that the club may benefit by holding – please raise it at a meeting.

### Keep it Civil

I have received a couple of calls or messages a week on the mobile number provided, and in most instances I return them promptly. Some messages are left garbled so I'm unable to return them while in other circumstances I may be out of state on business and unable to return a call. The mobile is my personal one and is not supplied, paid for or provided by the club, and while I'm grateful for anybody wishing to call to discuss club matter, it's not a path to abuse neither me nor the committee.

### Interclub Visits

Paul Dalton is in the process of starting a SAAMBR "social club" whereby interested members will travel to other like minded clubs to participate in general fun fly activities at a purely social level. Look out for future AIRWAVES information detailing events.

That's it  
Thanks, Brad.

Hi Members,

My name is **Paul Dalton** and I am trying to develop Social Fun Fly trips for our club. We would travel to a different Club/airfield once a month. Initially I envisage a group up to 6 members, and depending on how it develops, we may be able to have a larger group in the future.

The concept is to encourage a social network between clubs in SEQ. This offers the opportunity for social flyers to mix with likeminded people, to exchange ideas and experiences outside of our usual environment. The hope is, through contact with members of other clubs, we would also be able to mutually support events throughout SEQ. A suggestion put forward by a member at a club I visited was that he would put his plane in next time he came to Brisbane because he now has a positive contact at our club. At this stage the trips will be day trips on weekends only and try to keep travel to within 2 hours of Brisbane. Over time there may be an opportunity to do some whole weekend trips, depending on numbers and interest. I have listed a set of proposed dates below. I will update the details for the proposed dates as I receive confirmation from club committees. I am currently testing the waters myself by contacting a club a month to request permission for me to fly as a visitor. Discussions that I have had with other clubs are positive and supportive of the concept. I am waiting on feedback from club committee meetings for approval and to propose suitable dates.

Sunday June 8th; Sunday July 20th; Saturday August 16th;  
Sunday September 28th; Sunday October 26th ; Sunday November 16th .

Cheers. Paul

## Wolf Models Queensland



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5% Discount for SAAMBR members

## **Minutes: General Meeting**

**Date:** 28/03/2014

**Chair:** Brad Jory

**Present:** Quorum present as per attendance book.

**Meeting commenced:** 7:35pm

**Apologies:** Barry Evans, Will Hall, Dave Wheritt.

**Previous minutes :** Correct as published in Airwaves: **Moved:** Eric Pond, **Seconded:** Darryl Thomas

**All members in favour.** **Business arising from previous minutes:** Nil

### **Presidents Report**

The President thanked Dick Hall for his work on Airwaves and also thanked members for their work at the Uhlmann Road field working B.

**Secretary's Report:** The Secretary welcomed the following new members: David King, Craig Gilpin

**Treasurers Report:** The Treasurer did not attend the meeting.

**CFI Report:** The CFI reported on a mid air collision that occurred the previous week. He went on to remind members that they are to fly from the pilot area only. This enables pilots to be aware that other air craft are being flown.

When flying only fly from the pilot area Bob More advised members of the revised boundaries for models exceeding 7kg in weight.

**Fuel Report:** Bob Moore advised there is plenty of pre-mix fuel available.

**Pro Report:** Greg advised that he is still awaiting further information from the North Pine Sailing Club regarding flying off the dam.

**Airwaves:** Dick advised there was nothing to report on regarding Airwaves, but reminded members to consider articles of interest for inclusion in future editions. Dick advised that Mild to Wild were providing 5 – 7.5% discounts throughout the coming weekend.

**Motion that all reports be accepted as read: Moved:** Dick Hall; **Seconded:** Pat Dunn. **All members in favour**

### **General Business:**

**Elizabeth Road closure:** Eric Pond advised the meeting that Elizabeth Road had been closed permanently as the result of the housing development. Entry to the field is now via the housing estate. A map is available on the club notice board and a suggestion was made to include a map in the next edition of Airwaves. The President reminded the meeting of the need to remain mindful of the flying boundaries and noise in the interest of maintaining the status quo of the field in light of encroaching development.

**Instructors Course:** The meeting unanimously endorsed Tony Benstead's nomination to attend the up coming flying instructor's course.

### **Fund raising - BBQ**

Pat Dunn suggested that the club may consider running a BBQ at Bunnings or similar venue with a view to raising funds for the club. The President addressed the meeting regarding the need for commitment by the members to such undertakings. Pat will investigate the logistics further.

It was suggested that fund raising BBQs may be considered at the field.

**MAAA/MAAQ:** Dave Mont enquired about MAAQ or MAAA being invited to attend a general meeting. The President advised that he had invited both MAAQ and MAAA to attend a meeting, however had received no reply from either association.

**Motion: To draft amendments to the SAAMBR constitution for presentation to and consideration by members to remove reference to any outside associations. Moved:** Darren Robinson. **Seconded:** Danny Hollis.

**Carried 28 for, 0 against.**

**Social visits:** Paul Dalton spoke to the meeting about organised visits to other clubs on a regular social basis. Advised he will organise a roster and details for next meeting.

**Rodent baits:** Eric Pond advised that he has made up a number of rat baiting stations. They are constructed from PVC pipe. He asked that members be aware of the stations and not throw them away. Thank you Eric and Ross Fraser. Bruce Parker addressed the meeting stating that he is a new flyer and is enjoying his flying. He sought details of persons with expertise in varying areas. The President advised of his desire to have discussions/presentations on technical issues provided by members.

**Meeting Closed: 8:08 pm.**

## Proposed changes to the SAAMBR Constitution

At the last SAAMBR general meeting a motion was put and carried unanimously to draft amendments to the SAAMBR constitution to remove reference to any not relevant association/organisation.

Motions will be put at the next SAAMBR general meeting to omit reference to said organisation/association to ensure that SAAMBR maintains the scope to remain an independent club.

The current wording of the relevant sections are highlighted in **BLUE** while the proposed changes are in the **RED** text.

### Paragraph 5 Classes of members

(1) The membership of the association consists of ordinary members, and any of the following classes of members

(a) **Ordinary member** Any person who accepts SAAMBR as their principle Association with aero modelling. Such membership carries the entitlement to vote and hold office or otherwise take part in the management of the Association and to be entitled to all privileges of membership.

(b) **Associate member** Any person affiliated with the Model Aeronautical Association of Australia through membership with another club or organisation may be accepted as an associate member. As such, this member will be entitled to all the privileges of an ordinary member except the right to hold office.

Any person who is a member of another model aero club and is insured according to SAAMBR requirements may be accepted as an Associate member. An Associate member will be entitled to all the privileges of an ordinary member except the right to hold office.

(d) **Life member** Any person so nominated by the Association in recognition of outstanding service rendered to the Association. Nomination for life membership must be made in writing and signed by three ordinary or life members. The Association, at an Annual General Meeting or a Special General Meeting may elect a life member provided that the notice of intention to move such a resolution shall have been given with the notice of the meeting. Life members shall be entitled to all the duties of an ordinary member of the Association during his or her active life without payment of any further SAAMBR club subscriptions or Maintenance Levy's but are to be personally responsible for M.A.A.Q. affiliation fees. These are to be paid through the SAAMBR Secretary.

Life members shall be entitled to all the privileges and be subject to all the duties of an ordinary member of the Association during his or her active life without payment of any further SAAMBR club subscriptions read; 'fly' and Maintenance Levies. A life member will be personally responsible for all other affiliation and/or insurance fees deemed necessary by the association.

e) **Non-flying member** This class allows for a person who agrees not to fly a model aeroplane within the ambit of the Association, but desires to be a part of the social life of the Association. As such, he or she shall be entitled to all non flying privileges as an ordinary member.

Correct type error to read: "fly"

### Apology

At the last meeting it was suggested a map of the new route to the airfield be included in this issue but due to the large size it was not possible. If coming from the south go past Elizabeth Rd and take the next road on the right (left if coming from the north). Turn right at the roundabout into River Breeze Rd, then right into Zephyr St then left into Santa Anna and left into Elizabeth. You should know where you are at this point. Failing that Paddy and Mick say if you go to the airfield there is already a map on the board.

Dick Hall Airwaves Editor.

( dickiehall@hotmail.com )

### Safety First

Members are reminded that flying must be conducted whilst standing within the confines of the pilot area. There was an incident recently where a pilot was under the gum trees and a mid-air collision occurred closeby. This is a safety issue and flying a plane from there can be dangerous. Standing under a tree that far away it makes it difficult to hear warnings issued from the pilot area. "Can't hear ya maaate; what was that? Oh crap."

### Rumours of Closure

Pilots are strongly reminded to fly within the boundary of the orange bunting attached to the trees in the paddock at the north end of the main strip. There is a rumour that a Club in Queensland was closed down recently due to **one complaint from the public**. Yes, just **one complaint** so please be mindful of the flying boundary.

### Large aircraft boundary

Large aircraft 7kg + must be flown outside the area specified by a straight line drawn from the left hand edge of the cross strip facing north east. However it is permitted

to land on the main strip approaching from left to right.

### Restrain Yourself

Note that it is a club safety requirement that a restraint must be used at all times when starting a model; electric, petrol or otherwise. Also, when returning to the pit area the motor must be shut off at the points indicated. In the past planes have accelerated when the throttle has been moved accidentally hitting members and the fence.

Please use common sense as we don't want to have any more injuries OR worse still, lose our field due to a lapse in judgement by just one person.

Don't be afraid to Man Up and remind a pilot if you see them breaching the boundary. You could be the one to save our club.

**Bob Moore, CFI**

**PS: Flying is not permitted when mowing is in progress**



### From the WTF Files

A club member recently purchased a brand new glow driver which needed a charge before going out to the airfield. Doing what most people don't normally do, he read the instructions ! Not that he was short of intelligence, but out of curiosity more than anything. After all, you don't need to be a rocket scientist to know what to do. It said something like this: " *Plug in charger and charge for 12 hours before use. Do not leave unattended whilst charging.*"

In this issue of Airwaves we wish to provide useful information for our newer members who are keen to learn as much as possible from more experienced flyers. Jim Fagan is extremely knowledgeable when it comes to anything Electric. He has built many fine aircraft, some with one engine, some with as many as four. All need matching speed controllers to suit different motors and appropriate Lipo batteries. Feel free to consult Jim and listen to what he has to say.

### Jim Fagan



### Tony Benstead

Tony and Stephen Glasson are our newest Instructors who offer their services to new members wishing to learn to fly. Tony is experienced in all aspects of flying which has earned him a reputation as a competent pilot. He has flown just about everything from small high wing trainers to his beautiful 85cc Spitfire, 50cc Corsair and the most recent plane is a 88" wingspan Zero. If it's got wings he'll fly it ! His generosity is greatly appreciated by the club. Without instructors we wouldn't have the great club we have. See photo's on Facebook.





Members are kindly 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 one end of the table, holding a Durrie under the table, 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 for the comfort of those members who do not smoke .

Please 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. Thanks fellas. ..we still love you.

## The Evolution of Flight

Whilst early aircraft were made of wood and flimsy bits ‘n pieces of material there came a time when one daring aviation experimenter decided to try his luck and build one with a metal frame. Herbert John Pither was a bicycle shop proprietor in Invercargill, a tiny town tucked away at the bottom of New Zealand’s South Island, not famous for much except being freezing cold and it’s deep sea Bluff Oysters. Pither was a bit of an inventor having made his own engines for boats and farm machinery (amongst his prowess as a champion cyclist). He had never flown before and decided to try his luck using his own hand made V4 engine of 40hp to power it. More info here:

[http://www.croydonaircraft.com/Bert\\_Pither9.html](http://www.croydonaircraft.com/Bert_Pither9.html)

### Would It Fly ?



On a cold wintry morning on July 10th 1910 he and his crew took the plane to Oreti Beach for a test fly. History would have it that this was also the same beach that Burt Munro rode “*The World’s Fastest Indian*” twenty eight years later .

Pither’s unwitnessed flight came just seven years after New Zealand pioneer aviator Richard Pearce made his 1903 flight nine months ahead of the Wright Brothers ..... or so history tells us.

Pither's achievement is remarkable because he had to learn the skills of designer, manufacturer and test pilot as he went along - there was no instruction book for him! At Oreti Beach he and his crew camped for

several days before inclement weather abated long enough to attempt getting into the air. Then on the third day he taxied his craft out onto the sand, lined up into the wind and with the sea on his left he took off, flying about 30 feet in the air for nearly one mile. He turned around and taxied back to his crew , absolutely elated.

He’d done it !!

He said , “*It just wanted to fly*”.

Unfortunately there were no credible or reliable witnesses , apart from a small boy, to confirm they had seen the first flight of a metal-framed aircraft. Pither never made claim that he had made history and it wasn’t until nearly a century later a relative claimed he had flown the world’s first metal-framed aircraft and set out to prove it. And prove it he did !

Colin Smith of Croydon Aircraft Company at Mandeville built a replica based on drawings and descriptions Pither had recorded. In 2005 Gerry Chisolm flew it for the first time. This confirmed Pither’s flight was possible.

In July 2010 there was a re-enactment of the 100th Anniversary and Chisolm flew about 20 times for the benefit of media and onlookers.

These photos were taken at that event.

The New Zealand National Film Unit hopes to make a movie of his life.



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## Bray Field Update



### Working Bee Co-ordinator Required

In the last issue of Airwaves we put out a request for a new working bee co-ordinator. **Paul Murphy**, the current co-ordinator at the Bray field **Has Resigned** from this position for personal reasons. He has done a great job to date and we all appreciate the effort he has put in. He hopes a younger man can step up to the plate and replace him. Please give this some serious consideration as we have a large membership base and it shouldn't be too hard to fulfil this role.

==== **STOP PRESS** ===

Our Airshow will go ahead on SUNDAY 14th SEPT. Greg Petherick our PR man is the co-ordinator and looking for members to assist him. If Coolum Club can organise a successful airshow with only a handful of members we should be able to do the same with ten times more members. Graham Kennedy has the shopping centre booked a few days prior to promote the day and also needs people to attend the stand.



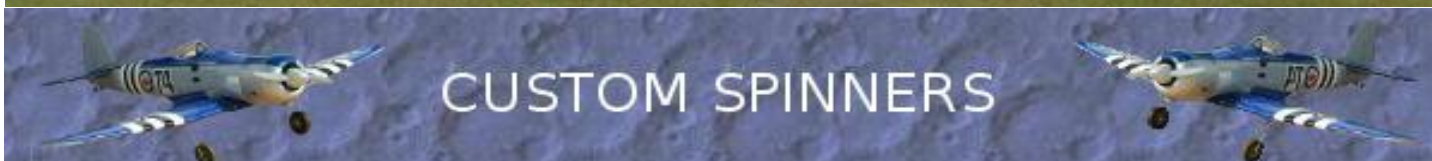
Night Fly & Campover Sat 19 April



"Beam Me Up Scotty"



Happy Campers relaxing at the Heit Hilton.



**Graham Ross**  
graham@tag-model-spinners.com



## A Narrow Escape - Lipo Catches Fire in Shed of SAAMBR Member.

By Dan Imhoff

Last week I was repairing my aircraft after a fun day of flying, my aircraft sustained some damage that was easily repaired. I loaded a new battery into the aircraft to make sure everything would work as it should.



After plugging it in and getting all the usual beeps and bips I tested the aircraft and all was fine. I then got a call from my wife to come in for lunch or at least get my lunch and go back to my shed.

### Fire Extinguisher Saved the Day

I forgot to unplug the battery and left the shed.....I literally walked inside got my sandwich and came back out to the shed. As I entered the shed the lipo exploded right in front of me and I had a semi large fire on my workbench in less than 3 seconds.....luckily for me I have a fire blanket and an extinguisher attached to my bench for anything that might go wrong. Had I not had these items this could have gotten out of control so fast as there were other Lipo's within about 30cm of the fire.

I cannot stress enough how important it is to disconnect the battery even if you are leaving your aircraft or buggy or boat for what only seem like a minute.....remember this took 3 seconds to start a fire that could have easily caused more damage than just a burnt out foam aircraft and an inflated heart rate.

Please be careful folks, there are many dangers amongst our wonderful hobby, don't become a victim. Do the right thing and disconnect.

\* \* \*

(note from Airwaves Editor: If Dan hadn't had the right fire fighting equipment the outcome may have been catastrophic. ...BUT....Why didn't the Mrs bring your lunch out to YOU Dan?



### Stephen Glasson

As well as Tony Benstead Stephen is a qualified instructor offering his services to new members who wish to learn to fly. He has been flying for 36 years and flown just about everything there is to fly. He particularly likes anything scale and has a passion for Warbirds. ....and great on repairs.

Electric Model Aircraft Specialist

phone 07 3300 3616



**Michael Heynen**

**Phone: 07 3300 3616    Mobile: 0407 023 753    Fax: 07 3420 0976**

**Email : [info@wiredrc.com.au](mailto:info@wiredrc.com.au)**

**SHOP: 7 Paltarra St    The Gap    QLD    4061**

## Tips From The Workshop

For new members here's a method used by some modellers to repair a wing, fuselage or whatever.



This damage is typically caused by something falling on a wing or just someone putting his foot in it ! It's a difficult depression and one that is not easy to fix . One could try to lift the pieces up but it may look untidy and is time consuming to fix and not as strong.

Firstly remove the surrounding covering as best you can but don't remove an area larger than necessary.

This damage is close to the wing root and needs to be as strong as possible.

Remove the broken balsa by cutting around the damage in **straight lines**.

This is important as it makes it easier to fit a replacement piece rather than trying to have one with curves.

Remove any glue that may be remaining on ribs or other structural pieces of balsa.



Mask off around the straight edges giving yourself a couple of extra millimetres that can be sanded off later if it's a tight fit.

With a marker pen rule a line on all edges. It's ok if they overlap.



A young and stupid pilot wanted to sound cool on the aviation frequencies. So, this one time he was approaching a field during the night time. Instead of making any official requests to the tower, he said: "Guess who?" The controller switched the field lights off and replied: "Guess where!"





Find a piece of balsa the same thickness as the wing and slightly bigger than the piece that needs to be replaced.

Place the piece over the hole , make sure it is secured and won't move.

Mark straight lines from the masking tape across onto the balsa.

The red pieces are from off cuts (coloured to view easier) and act as supports for the repaired piece to sit on.

They are glued **under** the existing balsa and provide support when the piece is inserted. In this case there is already an internal rib and the larger rib or wing root to rest on.

Other larger damaged areas may require more support pieces. This is a pretty simple one.



Voila! , it fits better than a new suit from Tom Brown's Menswear!

It may need sanding so it's a tight fit and all that needs to be done is to pin and glue it before putting some more covering over it !

From the pilot during his welcome message: "We are pleased to have some of the best flight attendants in the industry...Unfortunately, none of them are on this flight...!"

# Mild to Wild

## R/C

HOURS  
Mon-fri 11-5.30pm - Sat 9.30-2pm

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## Events Calendar 2014

### May

**Fri 30** SAAMBR club meeting 7.30pm.

### June

**7,8,9** Old Timer Champs at Culvert

**22 –22** Maryborough Jets weekend

### July

**13** Southern Cross Warbirds at Logan (LARCS)

**26,27** Southern Cross Warbirds at Coolum

### August

**2-3** Southern Cross Warbirds at Coolum (Suncoast)

### Sept

**14** Saambr Airshow—volunteers needed.

**26-28** Ron de Chastel Memorial Pylon event Coolum

### Oct

**18-19** Southern Cross Warbirds Maryborough

### Nov

**2** Electric Day at Suncoast

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## SAAMBR on Facebook

Have you checked it out lately? It's a great site to keep up with all the latest photographs and videos of what has been happening around the traps and in the club.

Several members have visited other clubs, gone gliding, camped out, been to IMAC, gone night flying and some blokes have just come unstuck!

At the time of writing, one of the latest entries is a link to Youtube showing footage from an onboard camera mixing it up with some members "in close formation"!

Search for "**Fun Flies**". It's the one that goes for **1.39** submitted by **Andrew H**

Ken McDonald has been taking some great photos and put them up for viewing. Thanks Ken.

## It's Your Club Too

Many thanks to the contributors to this newsletter. Everyone is invited to make a submission. Keep in mind anything for new members to read up on is greatly received and appreciated. It's the little tips that mean a lot.

## Sound Advice

*Don't take a sleeping pill and a laxative on the same night!!*



## SAAMBR

### Contact Information:

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Elizabeth Road, Griffin, North of Brisbane 4503

### Gibson Field location:

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To Be Advised

Email: TBA

### Airwaves

Dick Hall

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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)

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