



# Airwaves

**Sports Aeromodellers Association Moreton Bay Region**

**Monthly Newsletter - May 2015**

## **Editorial Comment**

Last month members voted overwhelming to remain with the MAAQ/MAAA for the next financial year. It was pleasing to see over 100 members in attendance. See you all at the next working bee, eh boys ?

As previously advised in Airwaves, aeromodeling membership with the MAAA has been recognized as a sport with the Air Sports Australian Confederation.

At the time of writing this status has not been bestowed on any other RC aeromodelling association and the question was put to ASAC as to why other bodies had not been recognized.

In their opinion the status of an organisation is not associated with any single factor. It includes, amongst many other things, its structure, its profile, the relationship with other organisations, and the achievements of both the organisation and its members.

Many of these factors are within the sole control of an organisation itself. On some others it would be presumptive of Air Sport Australia Confederation (ASAC) to advise what other organisations and agencies, such as the Civil Aviation Safety Authority (CASA), would require to further a relationship. This can only be addressed by direct contact between the organisations.

ASAC itself is the internationally recognised National Airsport Control for Australia. As such it is the Australian active member of the Federation Aeronautique Internationale (FAI) and handles and coordinates FAI business on behalf of its own active members. The ASAC active members are air sport national bodies that have members who, at the highest level, compete in FAI International Championships. In their own right the organisations also have governance standards that are recognised by CASA to undertake self administration of aviation safety. Where there are common interests in relationships with government agencies, ASAC is able to coordinate policy development and if appropriate represent the members.

There is a cost associated with the administration and implementation of these activities by ASAC. This is solely funded by the members through their membership fee, which is determined from time to time by the ASAC Board. More info <http://www.asac.asn.au/>

**Dick Hall** (with thanks to asac)

## Minutes of the meeting 24/4/2015.

Chairman: Brad Jory.

Commenced: 7.32pm

Attendance was as per the sign-in book (over 100). The meeting was extremely well attended and it was decided to forgo the general meeting and instead discuss the motion that was tabled for decision by the members present at the meeting. Basically the motion was for the club members to remain with MAAA or that the club members have the choice of joining AMAS or MAAA.

Much discussion ensued with Darren Robinson presenting the case in favour of the second part ie. Members being able to join AMAS or MAAA according to their choice. Danny Hollis presented the case for remaining solely with MAAA.

Numerous members spoke on the merits, disadvantages and their reasons for choosing one or the other. Many ideas were put forward and the chairman called for a vote by division of the congress.

The proxy votes had been previously counted and together with the division it was clearly indicated that the majority of the members were in favour of remaining with MAAA for the present.

A short discussion was then held on the forthcoming night flying events in May 23rd and Pattern flying June 20th at the new Jim Gibson Field.

Graham Tattersall thanked members for the solid efforts they have put in for the establishment of the Uhlmann Road site.

The meeting ended at 8.25pm. The next meeting is **June 26<sup>th</sup>**.



**Next Meeting Friday 26th June**

(see page 5)

## Next Working Bee—Sid Bray Field Sunday 7th June

Due to the inclement weather on Friday 1st May the field was flooded so it was decided to cancel that and have it last weekend. At least the juniors enjoyed themselves. See you on the 7th June at Sid Bray field. Wheelbarrows required for top dressing the strip and fence mending gear needed.



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### What's Bob got next?

A scratch built Avro! This was the prototype to the Vulcan to test the effectiveness of the new wing design. Powered by an 80mm ducted fan and six cell Lipo it has plenty of power.



### Thanks Darryl Thomas

Darryl kindly donated some LED lights for the Jim Gibson field, oil, coolant and filters for the mower. Members' generosity is greatly appreciated.





## SAAMBR TRADER

BUY

SELL

SWAP

WANTED

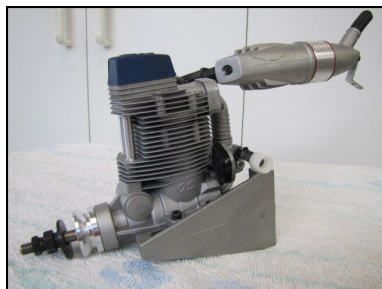
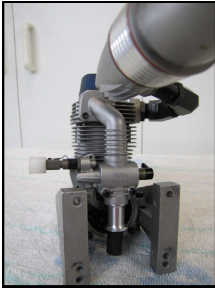
FREE

**SELL**

### OS FSa-155-P

25cc Four cycle engine with pump system. Extra's include Super Max starter; pocket booster glow driver; exhaust manifold for in cowl installation; engine mounts; fuel tank and filter. Engine has been run in only and would suit new buyer. Cost over **\$600 brand new**.

Sell **\$350 BARGAIN**. First in best dressed. **Keith Rayne 0412 642 282 between 8am—9pm**.



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### Incase You Were Wondering

Got tight nuts?

Penetrating oils have been around for years and used by mechanics, machinists and amateurs world over to loosen that *"bloody stubborn nut"*. Various types have been used, some more effective than others. Barry Evans has been kind enough to advise the following information (edited for brevity).

Average torque load to loosen nut:

|                                |                        |
|--------------------------------|------------------------|
| No Oil used.....               | 516 foot pounds        |
| WD-40 .....                    | 238 foot pounds        |
| PB Blaster .....               | 214 foot pounds        |
| Liquid Wrench .....            | 127 foot pounds        |
| Kano Kroil .....               | 106 foot pounds        |
| <b>ATF / Acetone Mix .....</b> | <b>53 foot pounds.</b> |

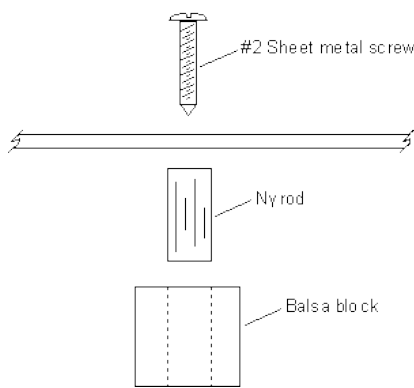


The **ATF/Acetone mix** is a 'home brew' you can make yourself with a 50-50 mix of automatic transmission fluid and acetone (nail polish remover). This removes tight nuts better than any commercial brand .



## Tips From The Workshop

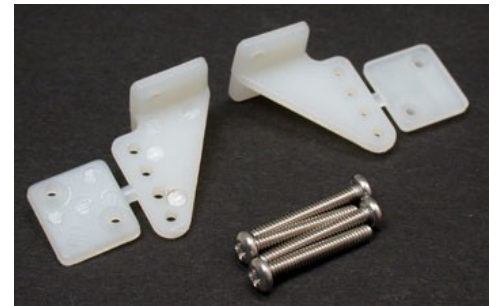
### Cowl and Canopy Mounting



Putting a drop or two of CA in the hole to toughen it will eventually fail with frequent use (unless you keep glueing it). Drill an appropriately sized hole through the cowl and into the balsa block attached to the firewall. Drill out the block, preferably made from hardwood, to accept nylon rod. Press a short length of rod in the hole and wick thin CA around the rod. You now have a very vibration-proof mounting method that will undoubtedly outlast your model.

### Installing Control Horns

When installing control horns onto control surfaces the screwdriver invariably slips. The result is a hole poked into the covering material or a gouge in the balsa. There is a simple tool you can make that will eliminate this damage. Take a small piece of thin plywood and cut a rectangular opening in it just slightly larger than the base of the control horn. Place this opening around the control horn base before tightening the mounting screws. Now when the screwdriver slips there will be no damage to your aircraft, just your fingers!



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### From the Two Ronnies

Barker: "There now" follows a sketch featuring Ghosties and Ghoulies.

Corbett: In which I get caught by the Ghosties...

Barker: And I get caught by .....!

"And we will be speaking to the scientist who crossed a yard of ale beer glass with a Chinese vase and a chamber pot, to get a ping-pong-piddle-high-po."

**Next Meeting**  
Friday 26th June  
Community Hall  
Cnr Todd & Ellis Sts  
LAWNTON  
7.30PM



Incase you didn't know this is the place we get the medals.

## A Safety Reminder

Safety at all times is everybody's business and perhaps it's timely to bring members' attention to some regular breeches being observed. These include taxiing planes into the pit area past the signs that advises members to turn off the engine.

If you are taking off or landing, clear, loud instructions will allow other flyers to hear what you are saying. Remember; some members are hard of hearing !

A flyer landed his plane and had his transmitter hanging from a neck strap. His throttle was still armed and the throttle stick brushed against his body as he bent over causing it to go to full throttle. You guessed it.



Too many members are arming their electric planes while on the bench with absolutely no restraint.

Benches are for working areas only and NOT to be used as pits...as the signs above states.

Height restrictions apply. **Absolutely No flying above 400ft** unless you want to hear from CASA and put your membership at risk !! Be Warned!

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## Got A Good Idea ?

Send them to the editor of Airwaves and we will publish them. Some members have great ideas how we can improve the flying experience. No matter how big or small you think your idea is let's hear it. Remember, if you suggest something be prepared to take ownership and see it through to completion.



Editor's email address is : [dickiehall@hotmail.com](mailto:dickiehall@hotmail.com)



# Queensland Pattern Flyers Association (QPFA)

## AEROBATIC COMPETITION

**Saturday 20<sup>th</sup> June 2015**

**SAAMBR - Jim Gibson Field- Uhlmann Rd; Morayfield**

Click [here](#) for a link to the club information.

Great day's competition flying of Pattern Aerobatics. Practice flights from 8am with competition commencing at 9am.

Classes being flown are, Sportsman, Advanced, Expert and F3A. Sportsman schedule is below.

Check [www.queenslandf3a.ning.com](http://www.queenslandf3a.ning.com) for other flying schedules and other information on Pattern Flying. Senior members of the Q.P.F.A shall be attending to assist pilots with improving their flying and to answer any questions.

| Take-off – Not scored |   | K-Factor |
|-----------------------|---|----------|
| 1                     | Upwind - DOUBLE IMMELMAN, ½ Rolls       | 2        |
| 2                     | Downwind - SLOW ROLL                    | 3        |
| 3                     | Upwind - TWO CONSECUTIVE LOOPS          | 3        |
| 4                     | Downwind - TWO CONSECUTIVE ROLLS        | 3        |
| 5                     | Upwind - TOP HAT with ½ rolls up & down | 3        |
| 6                     | Downwind - TWO OUTSIDE LOOPS            | 4        |
| 7                     | Upwind - SQUARE LOOP ON CORNER          | 3        |
| 8                     | Downwind - INVERTED FLIGHT              | 2        |
| 9                     | Upwind - STALL TURN, ¼ roll up and down | 2        |
| 10                    | Downwind - CUBAN 8 with ½ rolls in 45's | 3        |
| 11                    | Upwind - TWO TURN SPIN                  | 2        |
| Landing – Not Scored  |   |          |

**NOTE: The Jim Gibson Field will be closed to general flying for this 1-day competition.**

### TIMES AS FOLLOWS

**8:00 am nominations & set-up field, 8:30 am pilot's briefing, 9:00 am starting time**

**ENTRY FEES: \$15** **Contact:** Peter Pennisi, **PH:** 0408 007 206,

**Email:** [peter@pentagonsystems.com.au](mailto:peter@pentagonsystems.com.au)





## Events Calendar 2015

### June

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

**20 Pattern flying Jim Gibson field.**

### 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**

**Q:** How many bingo callers does it take to change a light bulb?

**A:** One, only one. One on it's own.

**NEXT WORKING BEE**  
**SUNDAY 7th June 8.00am**

**SID BRAY FIELD**  
**Top dressing the strip. Need wheelbarrows**

Deadline for material for next issue of Airwaves is **Monday 15th June.**

- \* Articles
- \* Reports
- \* SAAMBR Trader
- \* Jokes



#### 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

**Andrew Holloway**

Email: secretary@saambr.asn.au

##### ♦ Treasurer

**Mark Brown**

Email: treasurer@saambr.asn.au

##### ♦ Committee Members

**Rob Moore**

Email: robertcolin46@gmail.com

**Ian Swadling**

Email: swado@bournet.net.au

##### ♦ Public Relations Officer

**Greg Petherick**

Email: petherg@msn.com.au

##### ♦ Gibson Field Coordinator

**Graham Tattersall**

Email: gtattersall@bigpond.com

**Airwaves**

**Dick Hall**

Email: dickiehall@hotmail.com

**Website: [www.saambr.asn.au](http://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>

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