



# Airwaves

**Sports Aeromodellers Association Moreton Bay Region**

**Monthly Newsletter - June 2015**

## **EXECUTING A BETTER LANDING EVERY TIME.**

By Barry Evans



After every take off there must be a landing ! Whether controlled or uncontrolled depends upon the circumstances !

After a considerable amount of practise you should be able to get an 85% good landing rate. I try to get at least 10 touch-and-goes in each flying session. If your model doesn't have wheels, this will make it a lot harder. Yes... I know some of you do touch and goes

with your foam gliders.

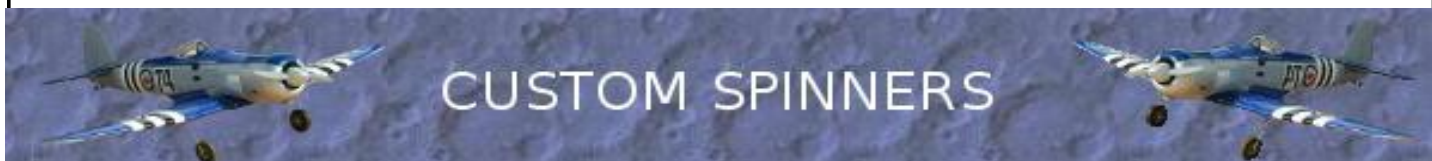
A landing should start out well before the final approach so that when you are on finals the plane will be slowed down, power reduced, rate of descent established and be lined up with the centreline on the runway; or slightly off to one side to allow for crosswind. If you have to start manoeuvring while on final you are reducing the chance of a good landing.

Assuming you are on final and have reduced power and established a suitable rate of descent, and the wings are LEVEL, if you do not add anymore power your plane should touch the ground about 20 metres in from the threshold.

The effect won't be pretty and you will certainly be doing repairs to the model. So how can we prevent this ? At about 1 metre above the runway you'll need to cut power to idle and smoothly feed in a SMALL amount of up elevator to get the model in the correct touch down attitude. This action will arrest the descent and put the model into a long flat glide.

A correct touch down is with the main wheels first and then the nose or tailwheel. With enough practise it's possible get the tail wheel to simultaneously touch down with the mains without making the model balloon.

If your model is a nose wheel configuration it is better not to get all the wheels touching



**Graham Ross**

[graham@tag-model-spinners.com](mailto:graham@tag-model-spinners.com)  
[www.tag-modelspinners.com](http://www.tag-modelspinners.com)

down at the same time. So many times one can see a perfect landing then about half a metre above the ground the model balloons! Why does this happen? The pilot has applied too much up elevator !!

One must use the throttle to control the rate of descent from here on in. If the model sinks too fast add a touch of throttle to stop this. Be patient and wait for the model to settle on the runway for a greaser. Naturally, if you don't have the model in the correct attitude you won't have the correct touch down. In the last 30 or so metres to the flaring point the wings must be LEVEL, model slowed down and ready to check descent with elevator. Then finally set the flare to adopt the touchdown attitude, then if necessary, adjust the rate of descent with power. Leave the elevator alone and the model will land itself. Don't get impatient !! If you try to adjust descent or slow the model with elevator the plane will balloon and there goes a good landing.



Another thing to watch for is having too high a speed to land. If it's going too fast the model will not land and will float on and on and you will be tempted to slow the model with a touch of up and you now have a ballooning event on your hand. I have watched two modellers who consistently do very nice landings. They are our youngest modellers Sean and Anton. If they can do it so can you.

If your model bounces on touchdown your undercarriage is probably too stiff or your rate of descent is too high. Try to complete one flight every session with a few touch-and-goes. Practise , practise , practise.

In the next Airwaves we will look at a few tips on how to best line up with the centreline, how to mitigate crosswind effect to give yourself a better chance to save the model if you have an Engine Failure on Take-off. EFT is the thing every pilot, model or full size aircraft, fears as the results of this are not usually a happy event.



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



*Your R/C Flight Professionals*  
www.xtremehobby.com.au (07) 3390 6884

## Club Fees 2015—2016

By now you should have received your renewal notice . If not please contact the relevant committee member.



### MAAA

Senior	\$98.00
Senior 65+	\$92.00
Junior	\$44.00

### SAAMBR Fees

Ordinary member	\$140.00
Pensioner	\$100.00
Junior	\$ 90.00

Maintenance Levy \$75.00

\*\*\*



**Bruce Power**™

When you forget to put the wing rod in....



Dave's jet. Pilot's heads swivel.

## Meeting Dates for 2015

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

**Friday: June 26th; August 28th, October 30th, November 27th 2015.**

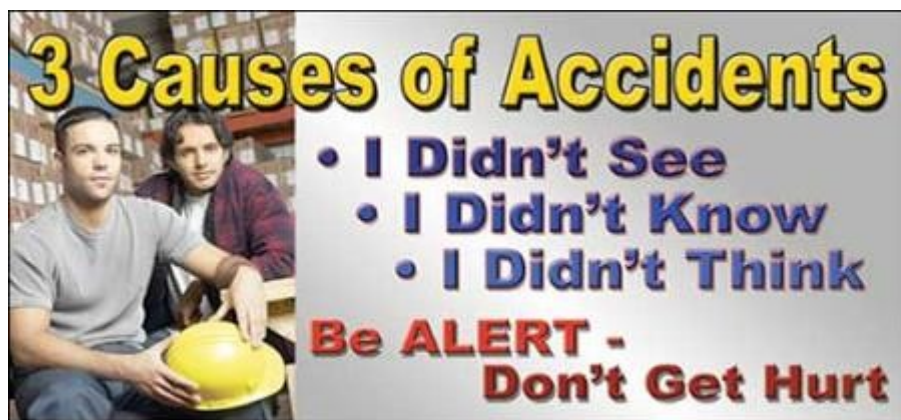


## Safety Issues

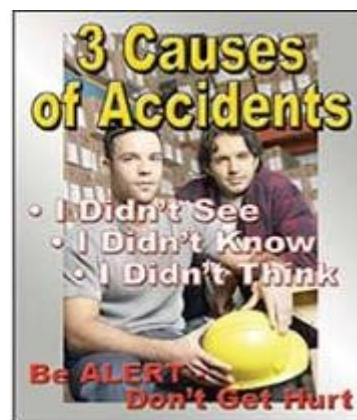
Last month we reminded members that safety is everybody's business and to pay attention to the obvious. We all know what to do in theory but there are still behaviors that need changing. Somehow, once at the airfield it all seems to be forgotten !

The most common offence is taxiing planes back into the pits with motors still running well beyond the signs that ask you to cut the motor; AND taking off without calling out and confirming that those flying have heard you. When these events happen it gets talked about around the tables, so its an issue that needs recognizing and an accident just waiting to happen.

**Safety is YOUR responsibility !**



Horizontal Format



Vertical Format





**When wings come apart....**



**..and go their own way. Barry Fletcher goes to the rescue.**



'I grew up with six brothers. That's how I learned to dance - waiting for the bathroom.' Bob Hope

You know you're getting old when the candles cost more than the cake.



## Tell them what you think

The MAAA is conducting a survey and invite all members to participate. At their website [www.maaa.asn.au](http://www.maaa.asn.au) you may complete the questionnaire. This is a chance for you to have your say on how you think matters should be conducted and allows the MAAA to get a feel on important matters. You only have a few days to do it as it has to be completed by **June 30th**....only a few days away. Your feedback is much appreciated.

\*\*\*



### Putting The Brakes On

If you haven't seen Graham Ross for a while it's because he's been busy in the workshop creating another masterpiece. This time it's a working disc brake.

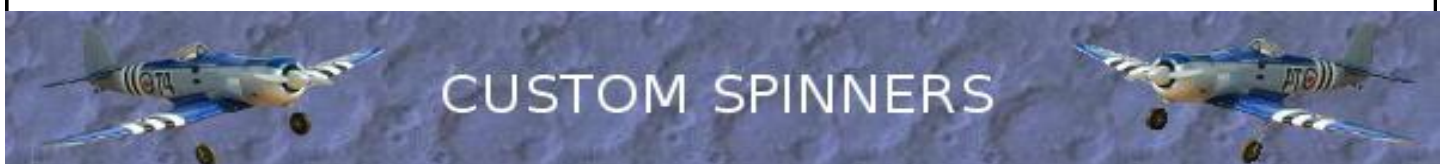


The middle photo shows the white heavy duty plastic brake and the shoe that squeezes it. Since then he's drilled a few holes in it to help dissipate the red hot heat that might, just might, be created.

The bottom photo shows the disc on the left.



All he needs now is a plane to go around it.



**Graham Ross**  
[graham@tag-model-spinners.com](mailto:graham@tag-model-spinners.com)  
[www.tag-modelspinners.com](http://www.tag-modelspinners.com)



Our condolences to Noeline and the Bray families.

## BRAY, SIDNEY WALKER (SID)

BRAY, Sidney Walker (Sid) Late of Griffin, passed away peacefully, 23rd May, 2015. Aged 77 Years Much loved Husband of Noelene, Father and Father-in-law of Nicole and Tim, John and Katrina and Tony and Donna and Pop to their Families. Brother to Jessie, Kirsten and Ron (dec'd) and Jan and Alwyn (dec'd). Relatives and Friends are invited to attend a Celebration of Sid's Life, which will be held at the Albany Creek Memorial Park, Lakeview Chapel, Albany Creek Road, Bridgeman Downs, Friday, 29 May, at 9.30 a. m.

### Funerals

Published in *The Courier-Mail* on 27/05/2015

## Pattern Flying Competition Uhlmann Road Sat 20 June.

Saturday was a fine day if a little windy but that didn't dampen the enthusiasm of all those who attended. At the time of writing the results were not available but if anyone is interested contact [peter@pentagonsystems.com.au](mailto:peter@pentagonsystems.com.au)

The judges were gobsmacked at the skill of some flyers.



Best mates.



## Events Calendar 2014 – 2015

**July 12th** Working Bee Jim Gibson Field  
**31st—02 Aug:** Queensland Turbine Flyers  
Maryborough

**August 29-30** Southern Cross Warbirds Gladstone

**September 19-20** Southern Cross Warbirds Too-  
woomba (TAA)

**October 17-18** Southern Cross Warbirds  
Maryborough

**November 7th** Queensland Turbine Flyers Suncoast  
**14-15** Southern Cross Warbirds SAAMBR

**WORKING BEE**  
**SUNDAY 12th JULY**  
**JIM GIBSON FIELD**  
**8.00am**  
**(not the 1st Sunday which is the 5th)**



**We need a cage like this !**  
photo from RCM News magazine



### 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](mailto:president@saambr.asn.au)

#### ♦ Secretary

Andrew Holloway

Email: [secretary@saambr.asn.au](mailto:secretary@saambr.asn.au)

#### ♦ Treasurer

Mark Brown

Email: [treasurer@saambr.asn.au](mailto:treasurer@saambr.asn.au)

#### ♦ Committee Members

Rob Moore

Email: [robertcolin46@gmail.com](mailto:robertcolin46@gmail.com)

Ian Swadling

Email: [swado@bordnet.com.au](mailto:swado@bordnet.com.au)

#### ♦ Public Relations Officer

Greg Petherick

Email: [petherg@msn.com.au](mailto:petherg@msn.com.au)

#### ♦ Bray Field Coordinator

To Be Advised

Email: TBA

#### Airwaves

Dick Hall

Email: [dickiehall@hotmail.com](mailto: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>

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.