



Airwaves

Sports Aeromodellers Association Moreton Bay Region

Monthly Newsletter - October 2014

Allocation of MAAQ Funds

At the last meeting **Mick Dallmann** VP of the MAAQ addressed the meeting and advised there is a sum of \$80,000 that has been allocated for Club Development Assistance for any of the 60 clubs in Queensland.

Early October their secretary sent an email to all clubs with a policy document that requires a majority vote of MAAQ member clubs to implement the *"Allocation of MAAQ funds for Club Development Assistance"*.

(this 15 page document will be available at the meeting).

Each club is to complete a form and return to the MAAQ secretary by close of business this coming Friday, 31st October. They require a **YES** or **NO** vote which our members can discuss and vote on at the meeting.

Once voted on and if accepted by the majority, clubs may then apply for funding assistance.

Development Assistance is for Infrastructure/Equipment; a club event or Ad-Hoc Club Development Assistance (worthwhile initiatives).

IMPORTANT

MAAQ has insisted that if funding is approved the club concerned must sign a legally binding document that they undertake to maintain full MAAQ membership for either 4 or 6 years, depending on the sum involved.

Summary of 6.3.2.a Conditions of approval

* For amounts up to 50% of the maximum Development Assistance amount to the applicant under (4.2.1) for the current budget period the Applicant Member Club signs a legally binding undertaking to maintain full affiliation to MAAQ including all of the flying members of the club as per (5.1) for a period equal to or exceeding **4 years** from the date of approval or failing this all Development Assistance funds provided for this application shall be refunded to MAAQ.

* For amounts over 50% of the maximum Development Assistance amount to the applicant under (4.2.1) for the current budget period the Applicant Member Club signs a legally binding undertaking to maintain full affiliation to MAAQ including all of the flying members of the club as per (5.1) for a period equal to or exceeding **6 years** from the date of approval or failing this all Development Assistance funds provided for this application shall be refunded to MAAQ.

Be There

We need all members to attend this meeting and to vote on it. If you are one of the 200 members that do not attend meetings make this your once- a- year-appearance.

This is important and you need to be a part of it.

Defibrillator Demonstration

Many thanks to **Ian Swadling** for giving members a demo on how this works. A number were in attendance and he walked us through the steps to follow if it's ever needed. Instructions are very straight forward with audio instructions and a simple diagram of an upper torso indicating where the pads need placing.



Keep in mind that people are often in a stressed state when needed to use it so instructions have been made as simple as 1,2,3,4 etc.

This is the cupboard in which it is located . It's against the back wall near the tea towels. Keep it **unlocked** at all times!

It's up on the top shelf and **must not have anything placed in front** so it is immediately visible when the door is opened.



Alternative Extinguishing Agent For Firey Lipo's

At the last meeting **Peter Kraus** mentioned he read a useful article in a modelling magazine regarding what to use as an effective extinguishing agent in the event of a lipo fire.

Fire extinguishers containing chemicals/powder are known to have a corrosive effect on the surrounding electrics and hardware. They will certainly put the fire out but the future of anything else in there being used again is very slim.

The article pictured a bucket of sand which was recommended as an alternative.

This photo shows where a container of sand is located in the flying area at the Sid Bray field. Perhaps something should be made available at Uhlmann Road.



" The Great Escape "

On Sunday afternoon of 28 September a member was flying his plane and preparing for a landing when another member called out, " *On the strip*" and proceeded to walk on out.

He throttled back to idle to give him time to retrieve his plane. At this point He was towards the right hand end of the cross strip , in no great hurry, when for no reason, lost control and the model went to full throttle.



Out of Control

When it became apparent it was not able to be controlled and headed for disaster he yelled out a warning , "**WATCH oooOOOUT !**" Other members also yelled out as it headed towards the repair tables and car park, narrowly missing the end gum tree and looked like it might hit the pound shed. It went to the right of it, just above the green shade cloth in a step left hand turn under full power.

One of the members in the pit area hit the deck in fear of his life; others close by scattered in all directions and the left hand wing hit the shade cloth as it went above the padded seating area, cartwheeled and ended up on the path near the fire pit.

He Bolted

A junior member sitting at the wooden tables with his Dad took off as fast as his legs could carry him ! Dad sat there mesmerized thinking that he was going to get clobbered while everyone else watched wondering where it was going to end up.

Fortunately nobody was injured with no damage to the facilities. Everyone thought the member that hit the deck had been struck and was relieved to see he was still alive.

It appeared the battery may have lost voltage and gave a reading of 3.7volts when tested. Perhaps the throttle setting when binding may not have been where it should have?

He has since ordered [3 Booma RC Dual Battery Isolators](#) that connect 2 batteries knowing that if one battery fails it will be isolated from supplying power. This will leave the good battery available to operate the model. It is designed to work with the Booma RC Intelliswitch and Wallaby Switch and will work with all products within specified rating. Could be worthwhile investing in one . Apparently the jet guys use these for the same reason. **The lesson here is to double check your throttle level when binding and allow for battery failure.**



SAAMBR TRADER

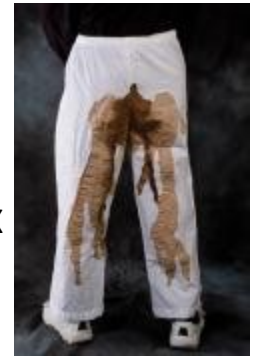
SELL — BUY — SWAP — GIVEAWAY

WANTED

* I am after two or more sets of 36 MHZ JR RX and TX crystals and a JR TX to TX Buddy cord. Happy to pay a reasonable price. Contact Tatts Mobile 0409 737 977 or 388 67558 after 5pm.

FREE

* One pair of white pants with heavy brown stain. Contact you know who!



FOR SALE

* Unbuilt early ARF kit for 120FS aerobatic aircraft. Lion Model "Challenge." 1790 span, 1590 length, 4kg. Best reasonable offer. Contact **Peter Kraus 0417 716 459** Bribie Island

FREE TO GOOD HOME

* Free to good home: Cranfield A1 airframe. Scale model of a one off aerobatic aircraft. About 90" span. Weighed 10 lb and flew well with old OS 120FS. Needs cleaning and tidying up and new tailplane/elevators. Old ones available as pattern. Too good to put in bin. Contact **Peter Kraus 0417 716 459** Bribie Island.



Remove The Prop/Set Throttle To Idle When Binding

In September's Airwaves this photo showed the dangers electric motors can cause if being worked on while the battery is still connected. More injuries are inflicted by electric planes than any other and flyers need to be extra vigilant when making repairs or handling planes while the battery is connected.



In this instance failsafe may have been set at full throttle when bound and the member concerned urged flyers to **set the throttle to idle when binding** and always **remove the prop** before doing any type of work or repairs.

Fortunately it wasn't a larger plane or it would have been catastrophic.

Be safe; Always disconnect after every flight.

Minutes: General Meeting

Date: Friday 26/9/2014

Chair: Brad Jory

Present: Quorum present as per attendance book. 37 present.

Special Guest Speaker: Vice President Mick Dallman MAAQ.

Meeting commenced: 7.30pm.

Apologies: Darren Robinson.

Previous Minutes – correct as published in Airwaves

Moved: Barry Evans, **Seconded** : Pat Dunne.

Business arising from the minutes of previous meeting: **Jim Fagan** commented on the letter sent to a member in relation to a safety issue wherein he had flown his IMAC aircraft over the clubhouse and why was this done before he had had a chance to offer his side of the story? It was explained by the President that the issue had been notified to the committee before Jim had the opportunity to tell his side. Jim challenged the reason for doing this and was offered the opportunity to read the letter to the member. He was still unhappy with the investigation process as he felt he was not approached to give his verdict before the letter was sent .

Dave Mount asked about flying during the G20 summit and was advised by Danny Hollis, who works in aviation, this should not be a problem as Aviation Security Services had been approached for clearance. Any changes or further developments would be advised to members.

President's Report: Brad extended thanks to all involved in the running of the airshow on 14 September 2014 and to Greg Petherick who almost single handedly organized the event. His commitment and dedication was greatly appreciated and received a round of applause from fellow members.

President Brad introduced **Mick Dallmann** Vice President of the MAAQ and SFI **Warren Hathaway** and **Darryl Gunst** .

He also thanked **Bruce Barker's** interesting article in Airwaves.

Secretary's Report: **Andrew Holloway** advised he had received an application for Life Membership of Geoff Stopher submitted by Col Parry and Graham Tattersall.

Treasurer's Report: An amount of \$92,982.60 is in the bank account. Airshow received \$2,310. Raffle made \$305.00. After meeting expenses the nett amount left was around \$1500. It must be noted that the MAAQ met the cost of toilets for \$670 and the cost for the bins. No further outstanding amounts needed to be paid.

CFI Report: Steve lightowler as the new CFI advised Bruce Barker had received his Bronze Wings. He suggested a register of Gold Wings flyers be made up to assist the teaching of new members how to fly.

Fuel Report: Plenty of stocks on hand.

Wind Sock Report: Barry Evans advised all are in good working order.

Uhlmann Road Report: **Paul Dalton** advised the toilets are in good order and has plenty of water on hand for their operation. **Graham Tattersall** said the weeds need killing and cracks in the soil need filling with sandy loam. Working Bee to be held here on Sunday 5th October and not at the Sid Bray Field as previously mentioned in the last airwaves.

Motion: Graham Tattersall - To buy some sandy loam. **Seconded:** Greg Petherick. Tatts also gave details of the shed quotes and moved a motion that the club spends \$38,000 for this.

Seconded: Ian Swadling. **Motion Carried:**

Public Relations Report: Greg Petherick advised a local radio station had agreed to promote

SAAMBR activities and perhaps conduct live broadcasts from time to time.

Late September will see flying activities to commence on North Pine Dam and six members have keys for entry and the club requires the names of these members .

General Business

President Brad praised the efforts of the 60 or so members who regularly helped in the development of Uhlmann Road field from nothing just a couple of years ago that had once been a plot of unusable land , to a flyable airfield , and it was a credit and testament to the enthusiasm and willingness to all involved. Of course there is more to be done but things were well underway and great progress is being made.

Peter Kraus advised there was an article in a flying magazine that recommended sand as a good agent to help quell lipo fires instead of fire extinguishers and that our club could learn from it. It was advised there is already a container of sand and bucket in the flying area.

Guest Speaker: Mick Dallmann Vice President MAAQ.

Brad thanked his attendance. It was an opportunity for Mick to present the case for MAAQ's continuing involvement with SAAMBR. In March of this year the AMAS organization gave their presentation to the club and in order to get information from both sides Mick stated his case and answered questions from the members.

He re-iterated that the MAAQ intended to distribute funds to clubs over the next year to assist in infrastructure. This would be voted on by all members beforehand with an adequate time frame for replies to be received; probably one month. MAAQ wishes to improve communication and agreed that that this had been a shortcoming of the organization in the past and promised there would be improvement via bulletin boards and through the Airflow magazine each member receives. He advised Warren Hathaway is the new MAAQ SFI.

The instructors' course will now be aligned with national requirements and a weekend course is on the drawing board. Details TBA.

Dave Mount questioned why other clubs had received funding after experiencing extensive flooding and SAAMBR didn't get anything.

Dave Anderson asked why MAAQ had not made information available to clubs.

Mick invited members to apply for the position of a PRO and RC Administrator for MAAQ as these were still unfilled .

One newer member said he was unaware of what is happening regarding the future direction of the club and was none the wiser from Mick's presentation and asked if some sort of comparison of features and benefits could be made available.

Mick said he was quite happy for the email he received from Dick Hall on Sunday 24 August be made available to anyone who wished to see it.

Greg Petherick extended a vote of thanks to Mick Dallmann, Warren Hathaway and Darryl Gunst for their attendance.

Members thanked Mick with a round of applause.

Meeting closed 9.30pm

What's New - Laser Cut Build A Boomerang

See the video of the "2014 Shepparton Mammoth Scale Fly In". Footage was filmed from a quadcopter available from Model Engines.

http://www.youtube.com/watch?v=vr3YRrJPF-U&feature=youtu.be&list=UUBp08qE4jt_pkB7P4FWtgyQ

From the Model Engines September Newsletter

"Back To The Future with Seagulls Models builders kits. Boomerang 46 & Challenger 40.

With the 1000's of RTF's and ARF's on the market, the loss of building skills is sadly enevitable. Those new to the hobby tend to miss one of the real joys of aeromodelling, building a model from scratch or at least a box of sticks.

Seagull Models has come to the rescue with builders kit versions of their famous Boomerang 46 trainer plane and also the Challenger 40 low wing sports plane.

The kits come with all the balsa and ply laser cut from premium grade balsa and plywood. Both kits also include a full size paper plan, aluminium straight edges for building the wing, a full hardware accessory kit like that found in the ARF version,

decal sheet and construction manual. You will still need to add an engine or brushless motor setup, servos, servo leads, radio equipment.

A detailed construction manual guides you through the build and there is even information on how to cover your Boomerang airframe in film once the build process is complete. Oracover covering film, covering tools and hobby blades can be purchased separately. "

Contact any good hobby retailer.



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Uhlmann Road Working Bee

By Graham Tattersall

There was a great turnout at the working Bee on 5th October. Over thirty willing members all pitched in and did a great job. I counted about 8 wheel barrows, two trailers and many and varied earth moving and levelling devices of various vintage. We had 5 M of top soil to move to fill the cracks in the strips and the majority of the work was completed in about an hour. Another army of members with at least 6 weed sprayers took to the field and sprayed countless Grounsel weeds. Some filled their sprayers 5 or 6 times and worked for more than two hours. Well done all !!



All Ages

I noted that the age of participants ranged from teenager to one person who is in his 80th year. Awesome effort. Most brought something to eat and drink but we still provided breakfast for those that didn't and that job was carried out by Geoff "*The Fossil*" Hunwick and Bob the "*mower man*" Moore and all enjoyed it. It was a great display of commeraderie and clubmanship and I look forward to the next working Bee.

Catering



All future working Bees at Uhlmann Rd will be catered for. Once again thanks to all for a huge effort.

Shed Zone Progress

On a different note the people from Shed Zone met us at the field on the 9th October for a site inspection and to discuss final details and are now in the process of submitting the building plans/permit and various other documents to get the

shed underway.

Thanks to **Bill Darby, David Garle, Frank Dyson, Geoff Hunwick and Col Parry** for their input on the day.

We will keep you posted as the project progresses. We still have more cracks to fill and more weeds to spray in a future working bee.



Fun Fighter Racing Sunday 12 October

By Joe Luxford

Gents,

We had a very enjoyable day's Fun Fighter racing at SAAMBR's Elizabeth Road field in Griffin on Sunday October 12th.



I looked after the start line, Tony Singleton ran the cut judging and scoring department and Steve Lightowler from the SAAMBR club was a very able pit Marshall who kept everyone moving. The club did a great job of putting on the sausage sizzle for the day.

We tried first past the post scoring today to see how it compared to the time based scoring we normally use. In each heat, first place scored 3 points, 2nd got 2 points and third got 1 point. We added a one lap penalty for cuts.



After five rounds, the final placings were:

1. Brad Jory on 12 points
2. John Carney on 11 points

3. Don Barber and Mitch McDonald on 10 points
5. Andrew Tydink on 9 points
6. Andrew Holloway & Greg Petherick on 7 points
8. Bob Luxford on 5 points
9. Steve Lightowler on 0 after pruning the tree in practice.

Everyone had a great time and is keen to participate in Fun Fighter racing next year. The general view was that SAAMBR members would like to host a couple of events in 2015 and will travel to other clubs who hold Fun Fighter race meetings.



Don Barber flew an EFX racer on 3 cell batteries today. The practice flight before racing was its first flight. I was very impressed with how well it flew and how well Don flew it in his first ever pylon race. It was the perfect introduction to pylon racing on 3 cells and should keep up with Fun Fighters on 4 cells.

Cheers,

Joe Luxford

Convenor - Brisbane Fun Fighter Racing

“Outback Joe Challenge”

By Col Flemingham

My prediction that a number of teams would complete the mission this year successfully was correct. There were 4 teams out of 15 that successfully identified Joe and dropped a water bottle within the 100m. Outstanding was Canberra UAV who dropped to within 3m which was fantastic. They also had suffered two airframe losses leading up to the competition and ended up competing with a Pilatus Porter of the same size as ours.



On the other hand we had a number of issues that piled up to the point we had to pull out on the Saturday night before the competition. The only good thing was we still had an intact aircraft. Our issues were:

DLE To The Rescue

You were aware of our engine blowing up only a couple of weeks out from the competition but we quickly got parts from DLE in Perth that arrived that week and we were back in business after some undercarriage and minor fuselage repairs

Then a power reset with a loose XT60 fitting put our camera gimbal into reset mode which caused it to pan while still up in its retract position. This burned out the pan motor. We removed it and that week my son John and his wife, Christine, did a bolt down to Port Macquarie to UAV Vision who kindly repaired it for us and we had it back for the next weekend.



The same day as the camera issue, after we removed it from the aircraft, we pushed the aircraft out for a range test with the autopilot comms link. Due to an overlooked RC link fail-safe setting it cut throttle, lined itself up into the wind and out-landed itself. Fortunately it landed in an open paddock surrounded by tall pine trees. It was amazing. Again undercarriage was removed but everything else

functional. It was repaired that week. Attached is picture of out-landing position.

So then we needed to get out and test the repaired gimbal on the Sunday before competition week as well as some last minute autopilot software updates as we couldn't in all conscience fly the mission without testing the software.

Better to screw up on home turf than at Kingaroy. Well we didn't get that far.

Burning The Midnight Oil

We held a rehearsal for setting up in preparation to the competition on the Saturday after-

noon. When running the engine we had gyro errors and bad gyro data particularly in roll. This was worsened by throttle increases. We believed it was a gyro board issue which is located as a plug in board on the autopilot motherboard. We worked until 11pm that night trying various fixes but were unable to recover correct gyro operation. We reluctantly and with heavy hearts had to withdraw from the competition. In fairness to the autopilot we had given it a beating over the last few months with various difficult arrivals back to earth and we did not have a spare as this particular model has a value, even if we could have got one, in the order of thousands rather than hundreds and then to just put it in without proper testing would be asking for trouble.

Girls Can Do Anything

On a much happier note the Mueller high school entries in their side of the competition took out first prize of **\$5,000** and **second prize of \$2,000**.

The winning team was an **all-girl crew** who only started flying this year against stiff opposition including two teams from the USA.



So a big thanks to SAAMBR for the foresight to allow students to improve their skills at a club flying site during school sport time.

Regards,

Col Flemingham.

Wild Hogs UAV

Next Meeting: Friday 31 October 2014

**Community Hall : Cnr Todd & Ellis Streets
LAWNTON 7.30pm**

**Next Working Bee: SID BRAY FIELD
Sunday 2nd November
8.00AM**

Events Calendar 2014 – 2015

November

- SAAMBR Working Bee Sid Bray Field.
8-9 Jets Over Coolum www.coolumflyers.com
15-16 Southern Cross Warbirds SAAMBR
16 Tingalpa Funfly with **Paul Dalton**
SAAMBR nightfly 6pm
29 **MAAQ Annual General Meeting** Chermide
Library 2pm. Afternoon tea provided.

December

- 12-14 IMAC at Suncoast.
13 Warbirds day
TBA SAAMBR Christmas party at Sid Bray Field

February 2015

- 1st **MAAQ Meeting** Chermide Library 2pm

April 2015

- 9-19 **MAAA 68th National Championships** Tingalpa.



SAAMBR

Contact Information:

PO Box 574 Chermide 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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Have you joined our
SAAMBR Facebook Page?
It's a great way to connect
with fellow flyers!

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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.

Master Cadbury met Miss Rowntree on a Double Decker. It was After Eight. They got off at Quality Street.

He asked her name, "Polo, I'm the one with the hole," she said with a Whispa.

"I'm Marathon, the one with the nuts " he replied. He touched her Crème Eggs and slipped his hands inside her Snickers. He fondled her Flap Jacks and she rubbed his Tic Tacs. It was a Fab moment as she screamed in Turkish Delight. But three days later his Sherbert dib-dab began to itch.

Turns out Miss Rowntree had been with Burtie Bassett and he's in Allsorts of strife.