



Airwaves

Sports Aeromodellers Association Moreton Bay Region

Monthly Newsletter - January 2014

President's Report

A Very Happy New Year to all members and their Families. I hope that 2014 brings you all whatever you wish to get from it.

A huge thank you for Wayne and his band of helpers for the Club's Christmas Dinner. I'm sure that everybody who attended would agree - It was a great night with a great spread. Special mention also to the club trophy winners and for all of the recipients of the "membership awards" - your contribution to the running of the club is greatly appreciated.

We are experiencing some really high temperatures this month, please be mindful to keep yourselves well covered and watered - remember, slip -slop- slap.

A special thanks to Peter Edmonds for his huge effort in the resurrection of the club BBQ area. Not only did Peter donate the bricks and tiles, he has also laid every one of them to our benefit. Also a special thanks to Glen Cathcart for the donation of the BBQ that adorns the large space in the brickwork. I'm sure that even those members finding objections will be lining up to cook their snags now its completed.

ONCE COOKED - CLEAN UP.

For no real reason I wish to discuss here, I feel compelled to remind those members that do not attend, or who fail in understanding the process of the meetings of how they work. The committee only represents the members and serves to carry out the duties contained in the clubs constitution. Ideas are discussed at the monthly membership meetings, for which motions are carried to support, decline or investigate the ideas or proposals. For example, the BBQ recently built had a motion passed by the members to investigate the cost of establishing a covered in BBQ area. The committee ascertained various cost options and these were then tabled and the members present at the next meeting passed a motion to proceed.

Not one dollar was expensed, nor one brick laid until the members present at a meeting passed a motion to proceed or otherwise. Don't fall into a trap of believing everything one or two members have to say - there are always two sides to a story. Come along to a meeting, make your contribution and have your say.

If you have any questions with regards to the way the committee is run, or if you wish to seek clarification to something somebody has raised, call me on 0424802482 to discuss it

personally - or txt me and leave a message and I will call you back. Alternatively, seek me or a member of the committee out when at the field and ask us directly.

Being a member of the Australian Scale Aerobatics Association I have had the pleasure over the last couple of years of attending and flying in IMAC comps at various clubs both throughout QLD and interstate. I'm surprised at how active some club members are with regards to their club's running. At every "non club event day" they have a great turn out of members willing to assist the club in making whatever special event day it is a great success, be it running a sausage sizzle or assisting with the flight line. In many instances, these special event days (IMAC, Pattern, Warbirds, Free Flight, Control line etc.) are the only additional source of income for the clubs after memberships are paid, and provide a year round revenue stream to keep the clubs viable - as well as injecting valuable funds for club improvements that benefit the members at large. Hopefully, this year we may be able to open our field up a bit more to special interest groups and with the assistance of members, to use these events to generate another revenue stream for the clubs benefit.

You will notice in this month's Airwaves (and at the club) pictures of new flying boundaries (see page 2) that have been introduced for those flying the larger over 7kg models. These boundaries have been introduced to prevent airspace encroachment over the residential hill line. Please observe these boundaries when flying as failure to do so will result in a request for you to land. On the same subject, it is highly recommended that all large models have canisters and where possible - especially on the 100cc and above - 3 blade props.

Let all of us try to continue to work together this year to make the club an enjoyable venue. Remember, we are all just a bunch of like minded individuals sharing the same passion for a great hobby - so let's try to keep the politics out and let's get back to the fun and enjoyment of flying.

The next meeting will be held on Friday the 31st January at the Community hall on the corner of Todd and Ellis Streets Lawnton commencing at 7.30pm.

Our working bees are to be held:

Bray Field: none this month

Gibson Field: none this month

Message from the C.F.I.

A reminder to all members, please clean and remove all debris off the flying field (especially the strips) after a crash. To repair punctures the on the mower is not only time consuming it is also a cost to club funds. (remembering also it's your money]

A container of sand has been placed in the pilot area, please use this sand to repair the damage to the strips after a mishap.

Whilst in control of a model aircraft you must remain in the pilot area at all times. SAFE FLYING C.F.I.

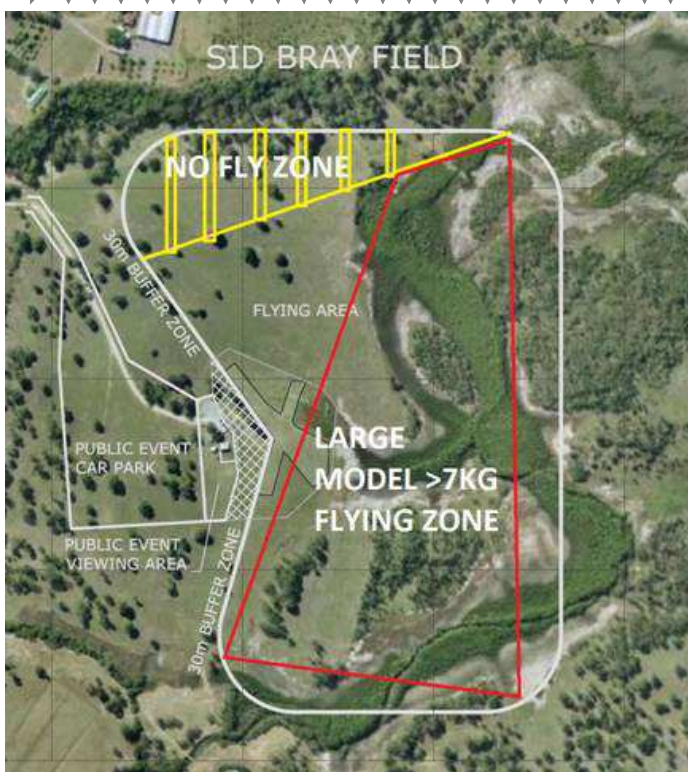
You are permitted to stand behind the aircraft on the flight line on take-off, but you must immediately make to the pilot area after the take-off as soon as possible. An incident has occurred recently where a fellow pilot was outside the pilot area flying his aircraft, a call of dead stick from the left was undertaken by a fellow pilot the aircraft landed safely but on the run through hit the pilot standing outside the pilot area, could have been worse.

WANTED

Volunteer/s to organise the next Airshow.

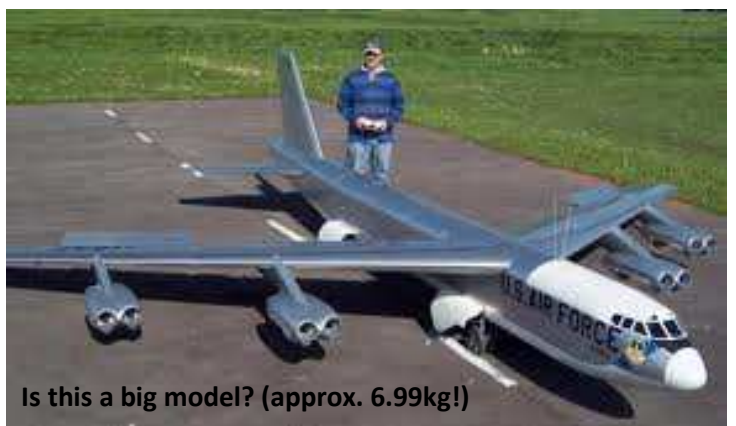
Do you have new ideas and ways to coordinate a larger and more successful Airshow day?

Please talk to the Committee



Large Model Flying Zone (from page 1)

Concerns are still being aired re the current flying boundaries and the encroaching into the air space behind the tree line. Effective immediately, ALL Large Model (those over 7Kgs) must now fly within the "large model boundaries" as identified in the map (left). The short strip to the left of the pilot box may only be approached for landings, or upon take off. Failure to comply with the new boundaries may follow with a request to land.



Is this a big model? (approx. 6.99kg!)

Camping at Gibson Field

Confirmation on Camping has been sought from the council regarding camping at the Uhlmann Rd site. Information received indicates that Camping is permitted on the condition that it is not for commercial gain and that those camping are related to the activity of the lease. (ie. Flying model planes) On the question of campfires, it does not 'trigger' any local laws, ie, no law against it, but obviously blanket fire bans take precedent as they do at Sid Bray. The council has advised us to check our Public Liability insurance to ensure that these activities are covered by our policy which we are currently investigating.

I'm sure you all appreciate it was best to err on the side of caution while these matters are resolved as we have spent a lot of time, money and effort at the Burpengary field to not lose it for misinterpreting a council bylaw.

We thank you for your patience and understanding while this issue is addressed.

SAAMBR Calendar of Events 2014

January

Events calendar TBA



Coming South East Queensland events

check their web sites

Sun Coast Model Fliers

coolumfliers.com

TBA

Gold Coast Model Flying Club

gmfc.com.au

TBA

Tingalpa Model Aero Club

tmac.asn.au

23 Have a Go Day

16 March Warbirds Day (SCAF)

Southern Cross Air Force

22-23 Feb Hervey Bay

16 March Tingalpa (TMAC)

3-4 May Tin Can Bay

Construction Corner

Repairing fibreglass cowls

Hi, Richard, (Dick Hall)

I can offer some advice on repairing fibre glass cowls. The method I use is firstly cut and trim out the damaged areas and then rub back the paint on the outside about a centimetre back from the hole/s. Also rub back the inside with light wet and dry.

I then get plasticine and make up wads that are about 10 mm thick that will cover the hole/s in the cowl and then shape it to match the cowl contours exactly, using my fingers and a small painters trowel. The plasticine will stick to the fibreglass cowl provided it has been well washed with a petrol soaked rag to remove any oil.

I carefully paint fibreglass PVC mould release just on the plasticine and lay up several layers of 6 oz. cloth using West Systems 105 epoxy resin with 206 hardener. Blend it into the sanded area on the outside of the cowl. Allow a good 24 hours drying and then sand with 3M

"Sandblaster" 180 and 240 grit paper. Pull out the plasticine and get rid of any sticking to the cowl with a rag dampened with petrol. This 3M sandpaper is used dry and does not clog up, so goes a long way and worth the extra money. Paint over the repairs with enamel or acrylic two pack paint. Ordinary household enamel can be perfectly matched by your local paint shop using computer scanning. I have recently repaired a P-47 cowl plus the new cowl for my Pacer, all sanded to a babies bum (*technical term, Ed*) finish using the above sandpaper. I have showed the P-47 cowl to several people, and none of them has picked the repaired area.

Hope this info is some help to you.

Regards, Jim B.

(Jim Brennan)

(Thanks for this information Dick and Jim, Ed)



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Bray Field Update



Working Bees

You may be wondering who is looking after the working bees at Bray Field lately.

Unfortunately, Dan has been spending a lot of time working down the coast. He does shift work and I hear he has been very busy nabbing villains! This meant that he was unable to be at the field on the usual working bee days. Thanks for your efforts Dan and thanks for stepping up to help with the running of the club. Paul Murphy has taken the role back for the moment but may be persuaded to hand the job on if a club member is willing to take over.

As you will have seen from recent emails, the current project is the construction of the roofed BBQ area. Peter (photographed with son Luke) is managing the project and is almost finished. (nice artwork)



Also, you would have seen Pat's 'limit of flight line' signs in the pilot area and on the trees on the northern boundary (entry gate end). Please fly within the boundaries or Signpost Pat may be forced to print more STOP signs to make our beautiful piece of paradise look more like a busy intersection. It's up to you.



Graham Ross
graham@tag-model-spinners.com



Gibson Field Update

Early in December we had a visit from three Boral trucks and dogs full of gravel (scalps) to top up the low sections of the carpark and the nearby section of the road. Thanks Dave for arranging this and thanks to Boral who have now supplied us with six truck and dog loads for the price of two. A donation worth in the region of \$2,500. Some smooth talking by Frank and a carton of beer saved more money and got the whole lot graded by an anonymous (non member) donor.

New member Paul Dalton is getting his working bee credits by cleaning the shiny new toilets at the field. Thanks Paul, its our way of saying welcome to the club!

In the last airwaves I put out a call for an experienced welder to weld up the hold down bars on the containers. Thanks Amber for your welding and epoxy. Your experience with this type of work made the whole process much easier. Thanks to Tatts for providing the mobile workshop. At time of writing, the Certifier has been asked to come out to do his final inspection. Also thanks to Frank for generally just being Frank, and doing all the background onsite organisation as well as his mowing shifts!

Late news: The containers have now passed their final certification inspection!

The left hand container is for general member access and now contains the BBQ complete with gas, kindly donated by Tatts. Please use it and enjoy it. For your safety (gas can explode in a confined space), and to keep the container grease free, please wheel it outside first and then clean it before putting it away. We hope to have some shelving in there soon. I'd like to see tea and coffee and a container of drinking water in there, so you only need to bring milk. Access to the container is by combination lock coded the same as the gate.

Neighbour Greg has complained about a group on motorbikes (probably unregistered) using the top section of our road as a race track. As a temporary measure we have wired up the pedestrian gate to see if that is enough to deter them. Remember that the field is meant to be open to **pedestrians** in daylight hours when we are not using it.

Cheers Bill

SEE PAGE 3 for camping update.



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Michael Heynen



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

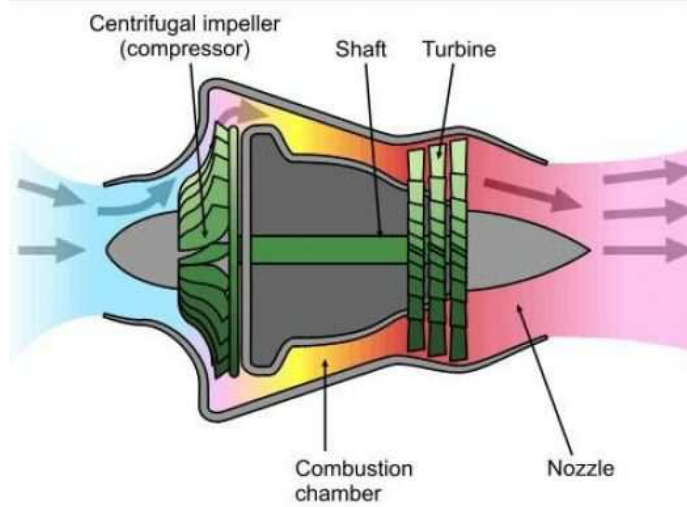
Email : info@wiredrc.com.au

SHOP: 7 Paltarra St The Gap QLD 4061

How the RC Jet Turbine works

With thanks to rc-airplanes.com

The principals involved are identical to those associated with the full size gas turbine engine. Very simply the principal involved is "Suck-Squeeze-Bang-Blow"



The "Suck" refers to the centrifugal compressor, that draws air into the engine, at the centre. The vanes, on the compressor, direct the air, outwards, towards the outer "can" of the turbine, where they are compressed ("Squeeze"). In the combustion chamber fuel is injected, as a fine mist and the mixture of air and fuel is ignited ("Bang").

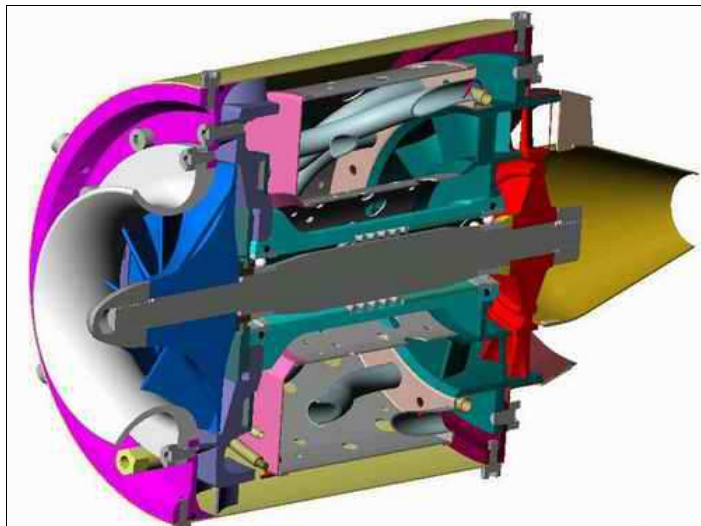
This ignition of the highly compressed air/fuel mixture causes it to expand very rapidly and as there is highly compressed air at the front of the engine, the hot, expanding mixture takes the less resistant path and exits out the back of the combustion chamber. ("Blow")

Here it passes through the another set of turbine blades and exits out of the nozzle. as it passes through the blades, it causes the turbine to spin. This rotary motion is transferred, via the main shaft, back to the centrifugal compressor. Thus the cycle is complete and self sustaining.

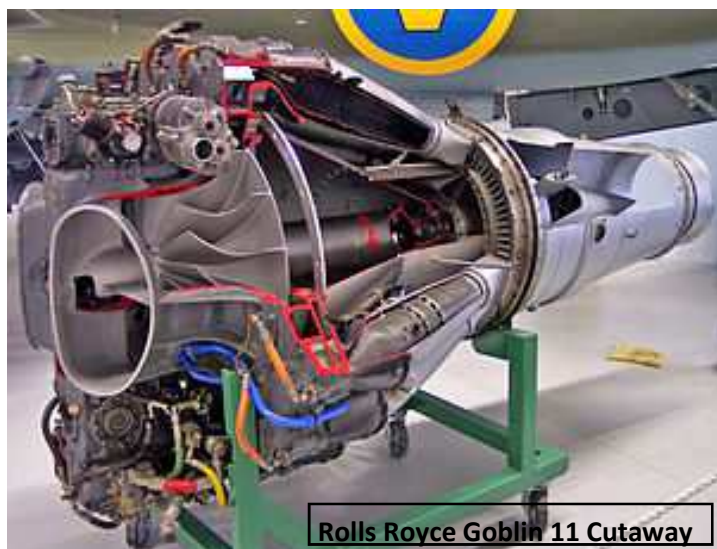
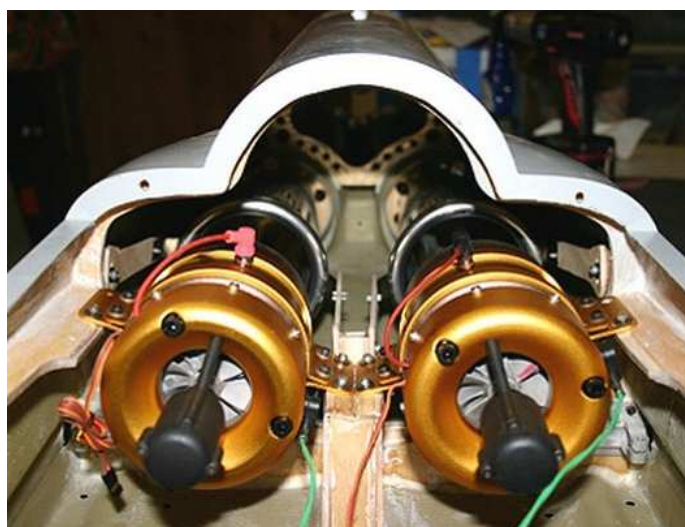
As more fuel is added the, the hotter and the greater the expansion of the fuel/air mixture, causing the turbine to spin faster, thus sucking in and compressing even more

air. The end result is lot of hot gases, exiting the nozzle, at high velocity and producing a very usable THRUST.

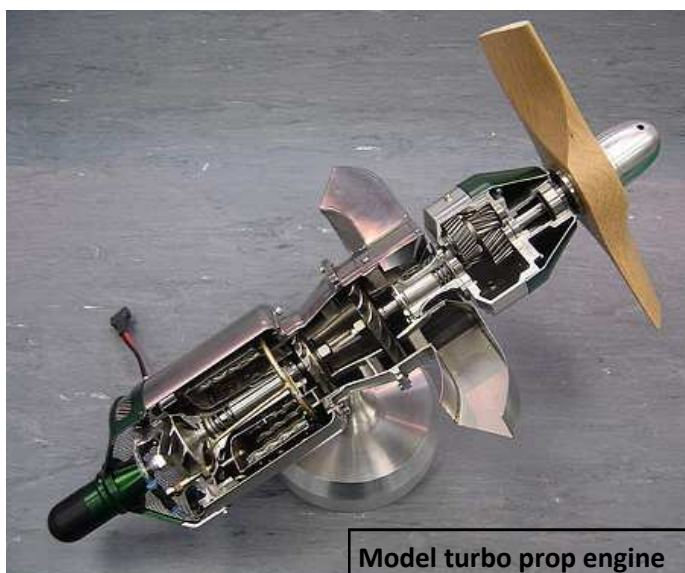
Full size gas turbines use an axial compressor rather than the centrifugal type and usually have multiple combustion chambers, spaced around the "Can". However, during the early days of full size turbine development, centrifugal compressors were used. The Whittle gas turbine and the DH Goblin turbines come to mind.



The above diagram is a cutaway view of a **Wren RC jet engine**.



Rolls Royce Goblin 11 Cutaway



Model turbo prop engine

Ladies and gentlemen, this is the captain speaking. Firstly, I'd like to thank you for choosing to fly Mandarin Airlines. As we taxi out to the runway, please make yourself comfortable. For those of you sitting on the right side of the plane, please look left. Thank you...



Joke of the Month

An award should go to the gate agent in Denver for being smart and funny, and making her point, when confronted with a passenger who probably deserved to fly as cargo.

During the final days at the old Stapleton airport, a crowded flight was cancelled.

A single agent was rebooking a long line of inconvenienced travellers. Suddenly an angry passenger pushed his way to the desk. He slapped his ticket down on the counter and said, "I HAVE to be on this flight and it has to be FIRST CLASS." The agent replied, "I'm sorry sir. I'll be happy to try to help you, but I've got to help these folks first, and I'm sure we'll be able to work something out." The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear, "Do you have any idea who I am?"

Without hesitating, the gate agent smiled and grabbed her public address microphone. "May I have your attention please?" she began, her voice bellowing throughout the terminal. "We have a passenger here at the gate WHO DOES NOT KNOW WHO HE IS. If anyone can help him find his identity, please come to the gate."

With the folks behind him in line

laughing hysterically, the man glared at the agent, gritted his teeth and swore "F### you."

Without flinching, she smiled and said, "I'm sorry, sir, but you'll have to stand in line for that, too."

The man retreated as the people in the terminal applauded loudly. Although the flight was cancelled and people were late, they were no longer angry...



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Minutes: November General Meeting

Date: 29/11/2013

Chair: Andrew Holloway

Present: Quorum present as per attendance book.

Meeting commenced 7:35pm

Apologies Brad Jory, Garth Smith, Ray Garcia

Previous minutes – Correct as published in Airwaves

Moved: Barry Evans

Seconded: Eric Pond
All members in favour

Business arising from previous minutes: Nil

President's Report NTR

Secretary's Report NTR.

There were no new members.

Treasurer's Report

The Treasurer offered up a written treasurer's report current as at 29/11/2013. Peter Edmonds extended thanks to Dave and Lynelle for taking care of the canteen on the Warbirds day during which they raised \$360.

CFI Report

Bob More spoke re assisting other members. He asks that where requested by another flyer to stand with them on the flight line please do so.

Fuel Report

Bob Moore advised that there is plenty of fuel.

Bob also advised the meeting that a club member has had a bad experience with lipo batteries that resulted in damage to his home. He reminded members to remain aware of the dangers of lipo batteries and never leave them unattended while charging.

Pro Report

Greg Petterich advised of his intention to place advertising in local news papers in the New Year.

Airwaves Report

Bill Darby extended thanks to Danny Hollis for the articles on multirotors he wrote for Airwaves and to Brad Jory for his IMAC article the previous month. Bill invited persons to submit further articles of interest for publication.

Gibson Field Report

Bill Darby advised the meeting that toilets have been installed at Gibson field and are ready for use.

Paul Dalton volunteered to fill the water tanks, *(and clean)* the toilets at Gibson Field.

Bill Darby advised the members that Dave Mount had secured gravel for Gibson field from Boral, at a \$700 discount.

Barry Evans moved a motion to spend up to \$1100 on gravel for Gibson Field to secure the discount material.

Seconded: Paul Dalton

Motion was carried unanimously.

Bill Darby advised that 'hold-downs' for the containers would arrive in the coming weeks and he seeks an experienced welder to perform a series of vertical welds to secure the containers. Amber deBrueys volunteered to take her 260 Amp welder to the field to facilitate the welding if the club can provide an appropriate generator.

Bray Field Report

Bob Moore thanked Pat Dunne for excellent signage he made relating to field maintenance.

A motion was moved by Eric Pond that reports be accepted as read.

Seconded: Barry Evans

Motion was carried unanimously

General Business

Barry Evans reported that gum trees adjacent to the main runway are beginning to encroach into flying space and sought to have them trimmed back. Andrew Holloway to look into having them trimmed back.

Dave Mount advised the meeting that he has witnessed models flying outside of the flying boundaries. Andrew Holloway reminded members that there are currently orange markers delineating the flying boundaries. Andrew proposed a sign be erected to designate flying boundaries.

Greg Petterich advised the members re flying off water at North Pine Dam. He advised that he was approached by dam rangers who wish to encourage increased public use of the dam area. An approach is to be made to the water authority to seek owner permission to fly model aircraft as is required by CASA Regulations.

Darren Robinson addressed the meeting re an open letter from the president of AMAS and encouraged members to consider the pros and cons of all membership to each of the national bodies.

Wayne O'Halloran advised members that the Christmas party is to go ahead and that the final day to secure tickets will be Sunday.

Meeting closed: 7:57pm

DON'T MISS THE FEBRUARY MEETING



As most members would be aware, the Australian Miniature Aerosport Society (AMAS) was established a couple of years ago to provide a viable alternative to the Model Aeronautical Association of Australia (MAAA). The association has grown significantly since its inception and continues to attract new members from all flying disciplines.

On offer to AMAS members is:

- * Direct membership to a national society where your vote counts
- * Comprehensive insurances for members and clubs
- * A flying competency (wings) program
- * Instructor's courses for our clubs
- * Affordable membership from just \$33.00 for juniors and \$66.00 for seniors
- * Club affiliation for just \$10.00

It is acknowledged that SAAMBR members have expressed considerable interest in what AMAS has to offer and some have expressed desire to seek exclusive AMAS membership. It is not a decision that can be arrived at without considerable thought. There are some issues that need to be clarified before an informed decision can be made regarding membership with one or more national bodies.

To assist in addressing these issues Mike Snabaitas, the Secretary of AMAS, has offered to attend our February general meeting to answer any questions you may have about AMAS and what it can do for you.

So in the coming weeks please consider questions or concerns you may have regarding AMAS membership and bring them along to the February general meeting for Mike. If you are unable to attend and have a question, pass it to another member who is attending.

See you all in February.

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Email: TBC

♦ Bray Field Coordinator

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In-

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Newsletter edited by Bill Darby
All contributions welcome, send to