



# Airwaves

**Sports Aeromodellers Association Moreton Bay Region**

**Monthly Newsletter - April 2016**

## **From the president's desk.**

The new ramps across the cattle grid at Brays Rd are settling in nicely. We will obtain some galvo paint and paint them at a working bee during the year.

I would like to thank the members for their patience concerning the flying times at the fields. I have had several discussions with council about these times.



The committee will have to submit a formal application for these amendments to our DA. I had already sent in a written request but today, after much waiting, was informed that we will have to do it formally regardless as to what I had previously been advised. The forms are being sent out council and from submission it is expected to take about 2 months for a response.

Now for the good news for all those cynics who thought I just sat about twiddling my thumbs and building models. I have had a verbal approval from council for small electric models only to be flown from 7am on Monday to Saturday but still from 9am Sunday. It was the best I could achieve during the last few months.

Just be grateful for small concessions. Please stick by these times as the concession can be withdrawn by council at any time if there is just one noise complaint.

The models should be **QUIET AND ELECTRIC POWERED** only. **No NOISY** models are to be flown and certainly **no internal combustion piston engines or turbines** are to be operated at times other than indicated on the fields. Just keep in mind that the people monitoring these flights are our neighbours. There are a lot of them so the council does not have to

Next Meeting  
Friday 24th June 7.30pm  
Community Hall  
Cnr Todd & Ellis Sts.  
LAWNTON  
7.30PM

actually be at or near our fields to observe any transgressions **THE NEIGHBOURS** will quickly report noise to the council.

Council has instructed me to have the conditions and times etc. be written in to our by-laws. This will be done.

Please, Please, Please, stick by the above times and conditions as they were not easy to achieve. It will take just one non-caring person to cost us our present gains.

Happy flying,

Bazza.

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## REVENGE

A man and a woman were married for many years. Whenever there was a confrontation, yelling could be heard deep into the night. The old man would shout, *"When I die, I will dig my way up and out of the grave and come back and haunt you for the rest of your life !"*

Neighbours feared him. The old man liked the fact that he was feared.

Then one evening he had a sudden heart attack and died. After the burial, her neighbours, concerned for her safety and welfare, asked, *"Aren't you afraid that he may indeed be able to dig his way out of the grave and haunt you for the rest of your life ?"*

The wife said, *"Let him dig. I had him buried upside down....and I know he never asks for directions !"*

Thanks to Graham Kennedy.



## Wise Words of Wisdom



1. Take-offs are optional. Landings are mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller.
3. Flying isn't dangerous. Crashing is dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The only time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A "good" landing is one from which you can walk away. A "great" landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival equals a small probability of survival -- and vice versa.
12. Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction.
14. Reliable sources also report that mountains have been known to hide out in clouds.
15. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Keep looking around. There's always something you've missed.
18. If all you can see out of the windscreen is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminium going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. There are old pilots and there are bold pilots. There are, however, no old, bold pilots.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. Always try to keep the number of landings you make equal to the number of take-offs you've made.
25. The three most useless things to a pilot are altitude above you, runway behind you, and a tenth of a second ago...and a bonus tip: helicopters can't fly; they're just so ugly the earth repels them.



## Working Bee-3rd April at Jim Gibson Field.

By Graham Tattersall

A small but dedicated group arrived for the working bee. Main task was repairs to the perimeter fence on Uhlmann Rd where a vehicle had done considerable damage some time ago.

Armed with pliers, wire, star piquet, donger etc the boys got stuck in and completed the repairs. Well done all. Several members paved a small area at the tank to reduce the mess from water and another member sprayed weeds on the fence line while others cleaned up the kitchen ware and club shed.



Thanks to all who attended.



The average age was 70! While having a cuppa the issue of club meetings was raised and general consensus was that the meetings return to a monthly meeting or at the very least bi-monthly. Quarterly meetings don't allow contact of the members and committee as frequently and important issues and tasks

get delayed. More frequent meetings also keep the momentum going for club development. It also gives members (and committee members) more opportunities to attend a meeting and catch up with mates. After all, camaraderie and friendship is a big part of being in a club. What are your thoughts?



On another note, the next working bee will be at Gibson field on **Sunday May 22nd** and the main task will be to spread some topsoil (not sand!) to fill the cracks in the runways, particularly the eastern end of the east-west strip and the northern end of the north-south strip.

We also need to get our sink and associated plumbing installed ASAP so part of the working bee will be to assess what we have on site already and what is required to finish this task.

We also need to consider the hard cover over pit area before our building approval time expires. (we already have engineer and council approved drawings for this.) We will need a few trailers/wheel barrows together with shovels and rakes for this working bee. A number of members will be at the Warbirds in Tincan Bay that weekend so we need more than the usual regulars to attend and make short work of it.



Until then, stay safe and enjoy your flying.

Cheers. Tatts .



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Photos from “**Warbirds Over Wanaka 2016**”  
taken by Steve Lightowler.

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### **SLOW DOWN !**

On Thursday 14th April one of the horse ladies was annoyed with the driver of a white commodore who drove at a fast pace between the gate and the cattle stop creating a danger to her horses and stirring up unnecessary dust.

The driver came into the car parking area, turned around and went out the same way he drove in.

Can all members please drive sensibly when you come to the field as horses can be easily spooked and the last thing we need is a dead horse.

*Thank  
you*





## Drone strikes British Airways Airbus A320

(article from bbc.com news 17 April 2016)



A plane approaching Heathrow Airport is believed to have hit a drone before it landed safely, the Metropolitan Police has said.

The British Airways flight from Geneva was hit as it approached the London airport at about 12:50 BST with 132 passengers and five crew on board.

After landing, the pilot reported an object - believed to be a drone - had struck the front of the Airbus A320. Aviation police based at Heathrow have launched an investigation.

Police said no arrests have been made.

If confirmed, it is believed to be the first incident of its kind in the UK.

A British Airways spokesman said: "Our aircraft landed safely, was fully examined by our engineers and it was cleared to operate its next flight."

The airline will give the police "every assistance with their investigation", the spokesman added. A Civil Aviation Authority (CAA) spokesman said it was "totally unacceptable" to fly drones close to airports, and anyone flouting the rules can face "severe penalties, including imprisonment".

Steve Landells, from the British Airline Pilots Association (Balpa), said it had been "only a matter of time before we had a drone strike". He called for greater enforcement of existing rules.

Flying a drone near an airport can already be punished with up to five years in prison, and **rules also forbid** taking them above 400ft (122m) or near buildings and crowds of people.

But the latest incident will only add to the pressure for further steps to be taken.



The US recently introduced a compulsory registration scheme so any drone recovered from an accident can be traced back to its owner.

In addition, officials could make it mandatory for drones to run geo-fencing software - that would prevent them flying in restricted areas.

The Department for Transport has promised to publish a strategy for unmanned aircraft this year.

And pilots have also called for the DoT to fund tests into what would happen if a drone got sucked into an engine or crashed into a plane's windscreen.

Last month, the British Airline Pilots Association noted that while the threat of bird strikes had been well researched there was little data about how much damage a drone could cause a plane.

# Drone pilot furious after ‘uninsured’ passenger jet crashes into him.



<http://newsthump.com/2016/04/18/drone-pilot-furious-after-uninsured-passenger-jet-crashes-into-him/>

## **A London-based drone enthusiast is to sue Heathrow airport for flying a passenger jet right through his toy.**

Simon Williams, 35, said the drone was his pride and joy, and the best eight-hundred pounds he'd ever spent, until a British Airways Airbus A320 flew directly through it, reducing it to worthless garbage.

He told us, “I was just flying my drone like I always do, not filming anything I shouldn't or looking in bedroom windows or anything, just normal drone stuff, you know.

“Then all of a sudden this airliner arrives out of nowhere and flies right into me. No indication, it didn't try to avoid me and I'm pretty sure it was going way too fast.

“It didn't even stop afterwards to swap insurance details. It's pilots like that the give the rest of us sky users a bad reputation.”

Williams explained he's sought compensation from British Airways, but they refused to accept the blame or name the pilot.

He went on, “They said that as a large organisation, their planes are used by lots of pilots, so they can't be 100% sure who was flying at the time.

“They don't seem to care that I'm going to lose my no claims discount. The bastards.”

However aviation consultant Jacob Matthews told us, “The only people who fly drones in public areas are voyeuristic nut-jobs.

“Remember that weird kid at school who built his own remote control car and made the noises himself whilst he drove it? This is just him, but with better technology.”

## Events Calendar 2016

### April

30th-May 1st Southern Cross Airforce Tin Can Bay  
Neil Low 07 54864412

### June

4-5th Southern Cross Airforce Bundaberg. Patsy  
Brown 07 41590360

### July

9-10. Southern Cross Airforce Coolum. Tony Thornton  
0408 791484.

23-24th . Southern Cross Airforce. Dave Butler  
07 38002974

### August

27-28th Southern Cross Airforce Gladstone. Troy  
Josefsky 0411 397 139

### September

24-25th Southern Cross Airforce SAAMBR. Robbie  
Potter 0403 978 928

### NEXT WORKING BEE

**Sunday 22nd May**

**Jim Gibson Field**

**8.00am**

**(Sign in book gets taken away at 8.30am )**

### APOLOGY

Earlier this month an email was sent from the SAAMBR Committee regarding works to the cross strip that was to become bitumen in order to accommodate ultra light aircraft.

It appears that the author of this information inadvertently sent it to the wrong club and the committee passed it on assuming it was genuine.

Works will definitely not happen at the Sid Bray field as reported.



### SAAMBR

#### Contact Information:

**PO Box 574 Chermside South Qld 4032**

#### Sid Bray Field located at:

**Elizabeth Road, Griffin, North of Brisbane 4503**

#### Jim Gibson Field location:

**Uhlmann Road, Burpengary East, North of Brisbane 4505**

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