



# Airwaves

**Sports Aeromodellers Association Moreton Bay Region**

**Monthly Newsletter - May 2016**

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

Another month has flown by (joke) and the weather has finally cooled to make flying more pleasant. Let's see a bit more flying going on. I hope, after my endeavours, you electric flyers are making use of the earlier flying hours of a weekday morning. Just remember keep them small and quiet.



The attempts to have night flying initiated at Uhlmann Road have been deferred as it is a long and protracted process with lots of paperwork involved and a large amount of money being expended with no guarantee of success.

We are in the process of having our community lease renewed. This will entail a reduction in the amount of land we will occupy and the reduction in our responsibility for land maintenance. You will be aware of the groundsel eradication at Uhlmann Road, which cost a very very large amount of money and thankfully was covered by the MBR council.

I will start on obtaining a quote for the extension to the shade area over the pits at Uhlmann road. We are hoping to be able to get a grant from MAAQ for part of the cost associated with this. I will be out of action for a couple of weeks at the end of the month as I have to have an eye operation so may not be at the field of a weekend. I am still available via email or phone if you have any enquiries.

There is an inspection due at Uhlmann road for the fire safety arrangements and emergency plan. I will get onto this as soon as I can arrange with the time with the inspectors. This is a requirement of the MBR council who will be responsible for the cost of the inspection.

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



There is only one more meeting scheduled before the AGM so if there any members interested in occupying a position on the committee or associated positions please remember to get your applications in.



Have a think about it.

It is unfair to hope the same people will again step forth and keep working behind the scenes for the welfare and betterment of the club.

On a sour note there has been some member writing on a notice at entrance gate and the sign , which has been damaged also, between the pit area and the pilot area. If you are the one responsible for this vandalism please remove the writing. Your remarks may be witty to you but not to the rest of the club. Grow up.

Once again the weather is beautiful so get some flying in.

Bazza.

### What's Your Plan?

With the AGM coming up in a couple of months all committee positions are up for grabs. Without stating the obvious there's no certainty we will retain the Sid Bray Field and we can be asked to vacate the land any time in the future.



As expected some members are interested in what direction the club should go, but are they prepared to put their hand up for President? We've all thought about what we would like to happen so if you are prepared to take over as President maybe it's a good idea to put forward your ideas. Perhaps outline them in the June edition of Airwaves and table it next meeting and we can discuss it.

Now is a good time to thank **Barry Evans** for the hard work he has done this year. He's had plenty of communication with the MBR Council over various matters and his dedication is much appreciated .

Thank you.

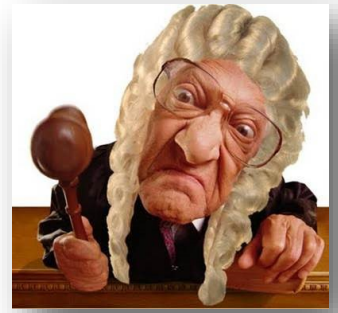
Ed.



## Guilty or Not Guilty ?

A man is in court suspected of murder. His defence lawyer is at the last legs of his argument. In one final attempt, he says to the court.

“ In ten seconds the man who my client is accused of murdering will walk into this courtroom completely unharmed.”



The defence lawyer counts down from ten and everybody looks to the door. Nothing happens.

“Aha “ says the defence. “You all looked to the door. Therefore I can conclude that there is reasonable doubt in this case and I ask that my client be found not guilty.”

The jury then deliberates. After twenty five minutes they return the verdict of guilty.

“But you all looked” says the lawyer. “Yes”, says the jury “But your client didn’t”.

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## Learning to fly a Microlight

by Paul Murphy



Today I had my first real lesson on how to fly a microlight.

The instructor, John Creswell, asked me to sit in the front seat and explained the controls. I had brake, left foot, throttle, right foot, steering, both feet, but push left foot to turn right and right foot to turn left.

All this while taxiing the plane on the ground, plus keeping an eye on cylinder head temps, oil pressure etc. and

listening to the radio for traffic, and deciding which runway to use.

As we lined up at the end of the runway John said "You are rather quiet this morning". Talk about a baptism of fire, but there is no other way of learning and he would not let me make a mistake. I do not think I made any. He would have commented if I had.

Once in the air it seemed easier, moving the control bar forward and rearward is positive stability, that is let it go and the plane returns to





level. Not so when moving the control bar left or right, let it go and the plane continues to turn, you have to put in the appropriate correction. This is termed Neutral Stability.

I thoroughly enjoyed myself, I kept my hands on the controls as we landed, but he had to do the taxiing again back to the hanger. It felt easier, at least I was aware what the plane was liable to do and how to counteract it.

I know I will sleep well tonight.

Paul.



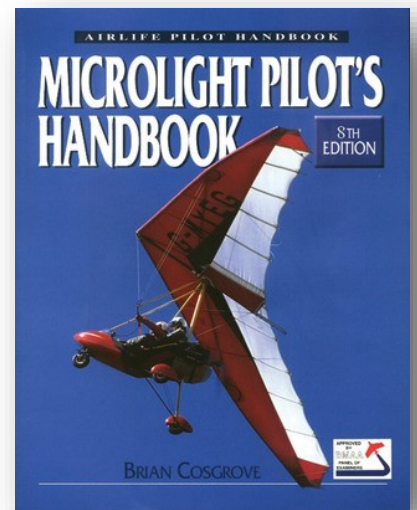
Had another lesson yesterday in the trike.

John asked me to fly straight and level, what a difficult thing to do, you do not realise when driving a car that there is another element to take into account. Just as a car moves about sideways on the road, try a little up and down as well, especially the pendulum effect. I do not think I will be the last person to experience that.

Also tried changing altitude and speed, slowing down and staying the same height, or speeding up and staying level.

I am only just starting to learn and really am having a ball. I cannot believe that I am doing all this, and I just so enjoy it. I have to join Recreational Aviation Aust. Inc. They issue the permit for me to fly in due course.

The medical is the same I need for driving a car, (75 plus) so have passed that. I Now have a MICROLIGHT PILOTS LOG BOOK, next week John will bring it up to date. Also I have The Microlight Pilot's Handbook by Brian Cosgrove to study, plus a lot of handouts from my instructor. I have a folder for all that as well.



Today up at the museum a small plane flew over, I think it as an ultralight, a bit bigger than what I fly in. To our group I had to tell them the difference, but they all were very enthusiastic and supportive. One of them asked me what was I going to do when get old.!!! He and I work well together.

I must go now, have to go and have a meal with Rebecca, see you later. Paul .

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### You Can't Beat A Good Dogfight





# The Remarkable History Of The Jerry Can

By Nigel Mason

In the early 1930's the German army reasoned that if they were going to fight a mechanical war they would need a far better fuel container than any of the current types. Most contemporary fuel cans were made of thin tinfoil, frequently merely soldered together. This made them fragile and easily damaged by rough handling. They also had screw-on caps that could get lost and needed a special spanner to loosen. The cans were often an odd shape that made them hard to stack and awkward to carry, would not pour without splashing and gurgling, which meant that you usually needed a large funnel or at least a separate spout, and last but not least, if they were filled right up and left in the hot sun the petrol would expand and burst the can.



The Germans came up with a design that was made up entirely of steel plate and essentially was pressed in two halves. The halves were welded together and the weld was inside a sunken gutter that protected the weld from damage. The flat sides of the can were stamped with a deep, large X shape to stop the sides from bulging. The bottom corners were well rounded to minimise damage, the can was narrow so that it did not bump the legs when being carried, was tall enough not to require excessive stooping to pick it up and was rectangular in plain view to make them stack side by side efficiently. The cans were designed to hold 20 litres of petrol and to weigh 20kg when full. This made life easier for the loadmasters !

Originally the insides of the cans were coated with a plastic compound developed for beer containers. The idea was that the cans could be rinsed out and used for water, but this did not prove a success and instead cans for water had a large, white cross painted in each side.

The can has a spout that is designed to allow pouring without the need for a funnel. The cap is fixed on a hinge so that it cannot get lost. The hinge is designed to allow the cap to stay open without being held, thus freeing up both hands to hold the can while pouring. The cap is opened and closed by means of a lever device that can be quickly operated with one hand. The lever enables the cap to be tightly closed.

There are three handles on the top, which at first glance, looks to be two too many. The can is normally carried with the centre handle while the outer handles allow a can to be carried between two people. If two empty cans are placed side by side they can be picked up with one hand by grasping the two adjacent handles. So one man can easily carry four empty cans, two in each hand. If he was a burly type he could carry four full cans. But the main use of the outer handles is that they make it very easy to pass the cans from hand to hand.

So a line of men can set up a "bucket brigade" and quickly move hundreds of litres of fuel. The handles also make convenient tie-down points.

The handles are made from the same steel as the main



body of the can and they are rolled to make a handle of comfortable diameter. Anyone who has carried one of the old four-gallon kerosene tins with the handle seemingly made from coat hanger wire will appreciate that particular detail.

Behind the handle of the top of the can rises to a distinct hump. This creates an air pocket that ensures that the can cannot be filled completely up. Inside the spout is a breather tube that leads into the air space and prevents gurgling when pouring. The air pocket makes a chamber to allow the petrol to expand if left in the hot sun and stops the can from bursting open. The air space also means that when the can is full of petrol and falls into water it will float!

The Germans mass produced the cans in secrecy by the thousands and stored them in a guarded hangar at Templehof Airport.

In WW2 the British came across the can in the Norway campaign, quickly saw that it was much superior to their own and collected up all they could find for their own use. British soldiers usually called the Germans “the jerrys “ so the can quickly became the jerrycan. The British quickly began to mass produce the jerrycan, essentially identical to the original German design. After a couple of false starts the Americans also started to make it, again to the original design. In preparation for the invasion of Normandy the British made literally millions of them.



Just after D-Day President Roosevelt went before Congress and said: *“They were among the first supplies landed on the beaches of France. When the US 1st and 3rd Armies broke out of Normandy it was in these jerrycans that the petrol our tanks and lorries needed to keep going was sent forward. Without these cans it would have been impossible for our armies to cut their way across France at lightning pace which exceeded the German blitz of 1940. Cargo planes and even combat planes were loaded with them and carried them forward to airfields. Lorries of every size, jeeps, armoured cars—everything that rolled on wheels—loaded up with jerrycans and rushed them to the front lines. They were tough enough to be dropped off lorries in motion without bursting open. They could even be dropped from the air into rivers and streams, or they could be even be dumped from the side of ships, because they have air pockets at the top which make them float even when filled. “*

At the end of WW2 it was estimated that about 21 million jerrycans were scattered around Europe.

Today the jerrycan is made world-wide and is the standard issue for NATO countries, the Israeli military, many African countries and many of the former Warsaw Pact countries. It is still made essentially to the original design all those years ago. So next time you are down at Supercheap and you see jerrycans on display and you don’t already own one, buy one even if you don’t need it. You can put it in your garage and tell yourself that you own a piece of history. A classic piece of 20th century industrial design.

## Events Calendar 2016

### June

Sunday 5th working bee Sid Bray field.

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

24th SAAMBR meeting 7.30pm.

### July

9-10. Southern Cross Airforce Coolumb. 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 5th June**

**Sid Bray Field**

**8.00am**

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

A man goes before the court charged with armed robbery.

"How do you plead?" asked the judge.

"Not guilty your Honour" replied the defendant.

"But you stole his money," said the judge.

"No your Honour, that's not true. He gave it to me voluntarily."

"At what point did he give it to you then?"

"Just after I showed him the knife your Honour."



### SAAMBR

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#### Airwaves

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