



Airwaves

Sports Aeromodellers Association Moreton Bay Region

Monthly Newsletter - October 2017

President's Report

Being President is a very humbling experience as I watched my wonderful committee and members work diligently to prepare the field and work on the weekend to make the field opening event a great success.

I would especially like to thank all the girls who contributed cakes etc for the weekend. (now a few of us are requiring strict diets!!) We also thank **Councillor Peter Flannery** who is also our club Patron, for taking the time out of his busy schedule to formally open the field and enjoy our facilities. Unfortunately some of the key people who had a big part to play in starting the field development and spent many hours with council even before any work was done, were unable to attend. In particular, these include **Bill Darby, Jim Gibson** and wife **Helena Gibson**. I'm sure there were others that I'm not aware of.

Big thanks to the catering staff on the day, including **Robbie Potter, Steve Glasson, Geoff Hunwick, Rodd Sherwin** and many others who chipped in to make the weekend a success. Thanks also to **Eric Pond** for bringing out the new club shirts that people ordered. They look great.

Now that the opening is done and dusted, the next major projects are the replacement grid for Bray Field, cover over the containers at Gibson field, cover over BBQ area, and hard stand under the pit covers. If we achieve this in the next twelve months, we will have a world class facility we can all enjoy.

I would also like to remind all members that Christmas is fast approaching and we have our club **Christmas Party at Gibson Field** (not Bray Field as previously stated) on **Saturday 9 Dec.** It will be an afternoon event starting at 2pm starting with nibbles, main course and dessert.

Catering will be done in house and **cost will be \$10 per adult** and children under 12 free. The day will include some presentations, some trivia games, a few surprises, maybe a lolly drop for the kids (If we finish the plane in time!!!) You are encouraged to bring your children and grand children. There will be more information at the next meeting and following Airwaves. Finally a big thankyou for **Mick at RC Models** , Lawnton for the kind donation of prizes for the opening weekend.

Bill Sharp.

Jim Gibson Field Opening 24th September.

By Steve Lightowler

Congratulations to Bill, Tatts, tireless canteen staff, and all the other members and volunteers who contributed to the organizing and running of the Southern Cross Warbirds weekend including the grand opening of the Jim Gibson field on the Sunday.

I was there for the two days along with a lot of other flyers and guests and there were nothing but positive comments the whole weekend. The carpark was full of trailers, cars and campervans.



I think MBRC councillor Peter Flannery was impressed with SAAMBR club while he was being shown around before and after he officially opened the field. He also got to find out first hand that flying a model isn't as easy as it looks sometimes when he had a fly on a buddy-box.



Looking forward to the next event.

Cheers.

Steve.



For Sale

Pica Duellist 2/40 kit. Looked at but contents untouched and still in box. Dave Platt design. Includes a 1978 Model Airplane News magazine with Dave Platt and then current Duellist on cover and article inside.

Most recent eBay sale of one of these USD\$361.50 in US. Others range from USD\$275 to \$399.99 in US. It would be nice for it to stay in the Club but I don't need it. Reasonable offers to Peter Kraus, kraus1@bigpond.com or **0417 716 459**. Located Bribie Island.

PILOT EJECTED FROM AN F-15 AT THE SPEED OF SOUND-TELLS GRUESOME STORY OF SURVIVING THAT.



Captain Brian Udell survived ejection at over 800 mph, but just barely. During a routine exercise over the Atlantic Ocean, Udell and his weapons officer, Captain Dennis White, stepped into their F-15. While over the water, they were turning in tighter and tighter circles and Udell started hearing wind rush over the canopy. Next thing he knew, **the plane was out of control and he lost 7,000 ft in altitude in five seconds and ordered a bailout** just in the nick of time. Not knowing it, his fight for survival was just about to start.

I made the decision to bail out at 10,000 feet, got into good position and pulled the handles at 6,000 feet, left the aircraft at 3,000 feet, and got my parachute at just under 1,000 feet. All that happened in a matter of a few seconds, so if you crunch the numbers, I had about a half second to spare.-Captain Brian Udell .

Once ejected, Udell's helmet, **oxygen mask and earplugs were violently ripped off his head.** As he put it, 'bailing out at 800 mph feels like getting hit by a train.' He then gives a great example of trying to stick your hand out of window at 70 mph and having it whipped to the back of the car. What he experienced was literally 100 times worse. This video will go into detail about what happened to his body after ejection and **how he managed to survive in the water having only one limb to work with.** This is truly a miraculous story, as his partner, Captain Dennis White, was sadly killed upon hitting the wind stream.



Source: http://worldwarwings.com/ejecting-at-speed-of-sound/?a=mk&var=sonic+ejection-ww2&utm_campaign=sonic+ejection&utm_source=facebook&utm_medium=social&utm_term=original-ww2-mk&utm_content=su-35

New In Town

For your info there is a new RC magazine hitting the shelves on a quarterly basis called, "Flat Out RC". Next issue is November and there's a website of the same name. They are always on the lookout for interesting material so if you have anything contact **Andrew Sill**. Check it out.

Flatoutrc.com.au



Safety First - Home Alone or Away.

By Peter Kraus

Further on the safety theme mentioned in the last Airwaves, I remember reading somewhere, probably in Airwaves, that you should not fly alone. Here is a good example why.

It is time I fitted my OS 120FS into the airframe I have had waiting for it for ages. As it's a long time since the engine was run I felt a run in the test stand would be wise first.

To my surprise the engine started first flick and with a burst of power pulled the stand so it tilted forward and the 16x6 got me on the forearm. The enclosed pictures were taken 6 days after the original injury which opened a big cut, through skin, muscle and tendon sheath but fortunately left the tendons intact.

This occurred at home and my wife was there to help put a bandage around it and take me to the Emergency Dept. at Caboolture where I must say I was looked after very well.

The points of note are:

*Although I don't get to the field that much I am an experienced modeller and it is 60+ years since I had my first model engine.

*I had used this test stand and set-up for this engine before with no problems.

So I have to be philosophical. I can't see how I could have foreseen and prevented this. So accidents do happen. Taking safety precautions reduces the risk, it does not eliminate it. Where would I have been if I had been alone at home, (or at the field)?

FWIW

Fly safe, and thanks for your great work compiling Airwaves.

Peter.

(Thanks for your contribution).

Dick Hall

Editor



Meeting Dates
Last Friday of the month.

NOTE NEW VENUE

October 27th

November 24th

**December 9th (Christmas Party) Jim Gibson
Field at 2pm. Children Free.**

Gibson Field Report

By Graham Tattersall

Been a while since the last report and a bit of activity has taken place. In the last two months we have had a council organised burn of the outfield which has really cleaned up a lot of rubbish and exposed other rubbish (non burnable) but the field is looking much better for it. As a follow up, the dozer man Greg from next door will be doing further work to make it even better and enable us to maintain the grounds and control Groundsel regrowth.

Photo below is the start of the dozer work. We now have several signs at the field as you can see in the photos. Had a lot of fun making those using up odd bits of paint and timber and a huge thanks to **Gordon Papps** for the old router to make it possible.

We have also planted a few trees kindly donated by **Col Parry** (who also did the hard yards getting them in the ground). We also have a very accomplished artist in the club, **Rodd Sherwin** who has painted a magnificent painting of an Avro Anson military aircraft over-flying Gibson Field. Rodd has kindly donated the painting to the club and at the last working bee mounted it on the wall. Thanks very much Rodd. Rodd is also a very good model builder and has several twins ready to fly. He is almost at the solo stage of flight training and it will be great to see him enjoy the fruits of his labour flying the twins. While on the subject, the recent working bee at Gibson field was very productive with signs being erected, drainage upgraded and completed, tractor repairs and maintenance including a new battery and a solar maintenance charger, digging holes in preparation for tree planting, painting mounted in club room, whipper snipping and a few other small tasks. A great effort by a dedicated group of members. Thankyou all. There was also a very successful Pattern Comp held over the 9/10 Sept and even the President, Bill managed a 4th place in sportsman! Thanks to **James McAllen** for his organisation and participation in the event and a special thanks to **Eric Pond, Nev Moon, Peter Brumby** and **Keith Berry** for catering and looking after the boys. That's what clubmanship is all about. Last week Bill, Myself and **Robbie Potter** also had an informal meeting with a council representative at the field which was very positive, discussing things like night flying and future works to progress the field further. He now has a better perspective of the field and what we're about. Robbie flew an electric model to demonstrate the noise levels to assist us in our bid for regular night flying. He was very co-operative and is willing to help us with Improvement Works Applications for things like cover over the containers, cover over the BBQ slab and hard stand under the pit area. By the time you read this we may have had the official opening (23/24 Sept) of the field. If not, come along and enjoy the weekend with your fellow pilots and the warbirds boys. Bring a warbird and join in the fun. Until next time, stay safe and keep 'em in one piece.

Cheers

Tatts.



Model flying in Budapest

By Peter Kraus

This time I have an excuse for not having been out to the flying field for a while as I have just returned from Europe where I spent most of my time in Budapest. Before I left I checked for any RC model clubs in Budapest and after some searching found the website <http://mmbk.hu/> I contacted them via the email given and was promptly answered by Szabados Szabolc, (surname first in Hungarian.) Szabolc was most friendly but I regret I did not think to ask him if he spoke English as we corresponded in Hungarian.

Their flying field is a portion of the old Matyasfoldi repter (airport) which was Budapest's original airport. Although now no longer an operational airfield it is quite historic and is 100 years old this year. I was able to get out there on a Monday, Szabolc having ascertained that at least one of the guys would be there. My cousin helped me navigate there on the bus and we walked the 10 minutes or so to the field. (If you check the website we walked from the top of the photo downwards.) We met the guy who had been flying. His equipment was similar to what we would use although for his glider he was using his old Futaba 36 Mhz Tx as he used the aerial to hold a streamer to check wind direction. He used 2.4 gear otherwise and had a lovely SE5, powered by an OS 4 stroke in the car. He had a beautiful hand carved scale wooden prop on it.

You will notice the trench they had dug around the runway and the posts they have put in at the entrance to the runways. These posts mean they have to carry the planes onto the runway.. This was their solution to the problem of hoons coming out at night and tearing up the runway surface with their cars. They also cause a fair bit of malicious damage and have forced the club to make their open air table very stout and set in concrete.

I was planning to go out at a weekend later in my stay when there would be more guys there but unfortunately this did not happen as I cleverly had a fall and injured my knee so this report is rather abbreviated but hopefully may be of interest to Airwaves readers.

Cheers

Peter Kraus.



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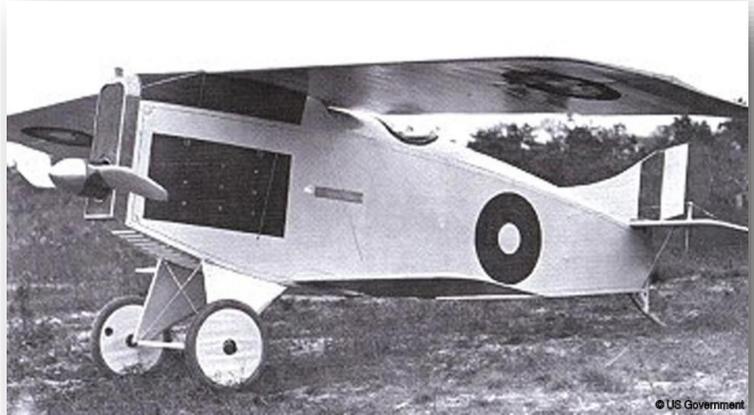


The World's worst planes

By Stephen Dowling

The history of aviation is littered with aircraft that failed to live up to expectations. Here are some of the most serious aviation failures – from nine-winged monstrosities to a plane with flapping wings.

It's more than 110 years since mankind first took to the air in a powered aircraft. During that time, certain designs have become lauded for their far-sighted strengths – the Supermarine Spitfire; Douglas DC-3 Dakota; or the Anglo-French Concorde supersonic airliner, to name a few.



But then there are planes like the Christmas Bullet. Designed by Dr William Whitney Christmas, who was described by one aviation historian as the "greatest charlatan to ever see his name associated with an airplane", this "revolutionary" prototype biplane fighter had no struts supporting the wings; instead, they were supposed to flap like a bird's. Both prototypes were destroyed during their first flights – basically, because Christmas's "breakthrough" design was so incapable of flight that the wings would twist off the airframe at the first opportunity.

Do the job you're meant to do



Britain's now defunct aircraft maker Blackburn scored a double design-failure whammy in the 1940s. Their B25 Roc was intended to be a fleet defence fighter, protecting bombers and strike planes from enemy fighters, and keeping a watchful eye over friendly ships. To that end, Blackburn decided to stick a four-machine-gun turret behind the pilot (the kind usually seen on multi-engined bombers) and take out any front-firing guns.

The weight of the turret meant the Roc was far too slow; what's more the guns wouldn't fire properly unless the aircraft was flying in a straight line (try that in a dogfight). The Royal Navy refused to allow the Roc to fly off its carriers, and the aircraft only managed to shoot down one aircraft, a German Junkers bomber, in the entire war.

Source: <http://www.bbc.com/future/story/20140522-are-these-the-worlds-worst-plane>



Events Calendar 2017

October

21-22 IMAC Competition Jim Gibson field.
21-28th Norfolk Island Fly in organized by Tingalpa.
28-29th Southern Cross Airforce Maryborough Neil Brockley 047 071056

November

December

9th SAAMBR Christmas party Jim Gibson field 2pm.



Next Working Bee.

Sid Bray Field

Sunday 12 November.

Cattle Grid work to be done.

Sign on book gets taken away 08.30am

When retrieving your aircraft outside the fence perimeter please use the access gates . Some of the fencing has been damaged due to "Large bodies stretching the wiring." (grin). Thank you.

Next Meeting

Friday 27th October

"Penticup"

365 Samsonvale Road

WARNER

7.30PM

Guests and New Members Welcome.

Plenty of off street parking.



SAAMBR

Contact Information:

PO Box 574 Chermside South Qld 4032

1. Sid Bray Field located at:

Elizabeth Road, Griffin, North of Brisbane 4503

2. Jim Gibson Field location:

Uhlmann Road, Burpengary East, North of Brisbane 4505

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