

Sports Aeromodellers Association Moreton Bay Region Monthly Newsletter - July 2018

Presidents Report

Giddy flyers,

I can't believe it's almost 12 months ago I was elected President of the SAAMBR club. A quick think back and so much has happened.

The opening last September, the Christmas Party, the new shade area, the concrete pit area, the new grid, the container under over area, the BBQ undercover area to name but a few.

First of all I would like to thank my committee for their hard work and diligence and hope that most of them will stand again this year at the AGM but if anybody would like to nominate for any position please contact the Secretary before the AGM

I would also encourage members who have any suggestions or CONSTRUCTIVE criticism to come along to the AGM. The more members that come along to the meeting the bigger picture emerges for future development of our club.

I am lucky enough to be in Central Queensland at the moment where the weather is perfect for flying. Unfortunately I did not bring a model.

My best wishes go out to all those that have been requiring new or updated parts.

I believe last Friday there were 35 flyers at just one field.

It's great to see the harmony and camaraderie in our club.

Remember blowing someone else's candle out doesn't make your's shine any brighter. So think positive.

Hope to see you all very soon - Happy landings

Bill Sharpe El Presidente



(background photo courtesy-
www.freeimages.com/Australian Outback)

Dear Readers,

Your novice editor was about to christen his pen and emend the President's introduction to 'Good day flyers', when it was noticed that the same two words, Giddy flyers, were also used in the previous edition. Now as an expatriate Queenslander I could not be certain that the word 'Giddy' was not a maroon derivative of the more usual 'Aussie' colloquialism 'G'day'. Nor as a relative newcomer to the industry of model aircraft, could I be sure that it was not a term adopted by that Industry, as a result of a condition developed after many years flying around in small circles. (In my short flying career I have certainly experienced those moments of 'vertigo', particularly when those small circles encroach into that awkward airspace over and behind one's head.)

Unfortunately, the President was not available to comment as he was last spotted - Heading West..... When approached, his Chief Assistant had no comment, but released a bulletin advising that our President, was in fact, leading a 'vanguard' of his senior Ministers on a 'Fact finding Mission' and would be reporting on the outcome and any 'non sensitive' facts on his return. Our correspondent believes that this covert group also intend to infiltrate 'Coolum Field' and secure the most strategic bivouac sites ahead of the arrival of a large contingent of our RSAF (Royal Saambr Air Force) in anticipation of a warbirds 'Battle for Coolum' at the end of the month.

Ed

Vice President Ramblings-Gibson Field-July 2018

Another month gone, another birthday done and dusted, good flying weather here again, no models crashed(witnessed a few tho!!)and new members joining, old members learning, some having surgery and bits replaced or repaired! Sounds like your average month at SAAMBR. Numbers of members using Gibson Field is growing rapidly and it's great to see the facilities being used. We have several older members under going flight training at the moment and they are slowly but surely making progress (most of the time). Unfortunately the Dave and Dave combo suffered a minor setback with a crashed trainer but after emerging from the swamp they vowed to be back. Training older members is always more challenging than training the young ones. Those that take the time to train others need to be supported and when you see them on the flight line, give them a bit of space and please refrain from volunteering your knowledge and comments til after the student has landed. We all started the same way at some point and the concentration level is extreme at this stage of training. One voice, one instructor, one student while at the pilot area is best. By all means offer advice or constructive comments after or between flights but don't push the student into information overload. Remember that a student has to come to grips with many things as they learn to fly and sometimes just the simple things like terminology used can be very confusing. More on training later and a few simple rules for instructors that may help.

Back to Gibson! Field - looking good. Had a donation of topsoil via one of our members which will need spreading in the near future. Our old tractor has let us down a few times recently due to fuel blockages and now needs to have the fuel tank removed and cleaned out. Starter motor also needs an overhaul as does the steering box. Anyone with International 414 tractor parts or knowledge of any one who has one please let us know. The old girl is over 60 yrs old and done a lot of work but now needs some TLC! We have a few jobs to do like earthworks, Groundsel spraying, Bindii spraying, tidying up in general. We need to have a working Bee in August, probably Sunday 5th would be good. We are also enjoying our social Fridays with generous helpings of Hot Dogs, Muffins, and recently Pea and Ham soup from the Hunwick kitchen and Pumpkin soup courtesy of Glenys Parry. All very nice, but who is going to pay for my new wardrobe of larger sizes? We're also seeing some very nice aircraft on the field with multi cylinder motors and even a turbine powered IMAC aircraft. The diversity of aircraft available now is exceptional!

We have several members who have undergone surgery for various reasons this year and I wish them a speedy recovery. Many of our members are in their senior years and things start to slow down, fall down, drop off, need refurbishing etc.(bit like the old tractor!) It's also refreshing to see some younger members joining. Please make them welcome and support them/help them if needed. They are the future of the club. They also bring technology and fresh ideas to the club.

On another note, we have been made aware that the gates are not always locked after the last person leaves. **PLEASE ensure this is done at both fields and especially at Bray field as we share the field with a number of horses. We don't want to lose any livestock or upset the owner of the horses or incur the wrath of the council via any complaints.**

We are also changing the Gate combination on the 1st of August to enable members time to get their fees paid and licences back with the new combo. Please be patient!

AGM! Friday 3rd August. Please make the effort to attend if you can. There will be several positions up for grabs so if you wish to nominate and have the skills we need, please do so!! **We really need a computer literate secretary urgently as James will be standing down. It's your club, so please attend and have your say. See ya there.**

Cheers and safe flying.

Tatts

EDITORS DESK

From the time of my initiation into the SAAMBR Brotherhood I have read with interest each regular publication of our 'AIRWAVES' newsletter.

Only recently have I been introduced to Dick Hall, the man who has been responsible for it all. Like others in our Club, his services behind the scenes were probably taken largely for granted. So it is appropriate that we now congratulate Dick and thank him for the many Issues avidly anticipated and read by and beyond all the membership.

A hard act to follow - So with some trepidation I step into those shoes, having been unable to ignore or refuse an earnest request and the beseeching eyes of our esteemed President.

I would also like to thank Dick for his assistance and advice while passing the baton and to Billy for his assurances that his President's and Tatt's reports will provide most of the copy anyway - So what possibly could go wrong! ?*

Ed



FRIDAY SOUP KITCHEN

In the interest of dietary welfare for the fraternity of Friday flyers attending Gibson Field, two well meaning members, concerned at subsistence on a weekly ration of hot dogs and bread, recently catered with a very welcome serving of nourishing soup instead.

Malnourished members eagerly lined up for a generous serving of 'Pea and Ham' from the kitchen of our own esteemed Chef, Geoffrey Hunwick. The soup kitchen critics declared this recipe to be extremely robust and 'delicious'. Some petty grumbling was noted - 'The establishment could have at least provided knives and forks.'

Pea and Ham was followed by 'Pumpkin Soup Supreme' - this was very kindly provided by Col Perry aka. 'Glenys'.

The texture of this delectable serving was so smooth, it was suspected to have first been strained through Colin's panty hose. The only mumblings discerned were to the effect 'I shouldn't have had so much Pea and Ham first'.

A subsequent survey recorded a unanimous vote of approval and appreciation to the Caterers from all who participated.

(Further petty grumbling, was however, noted from some, concerning the sabotage of 'feeble' efforts to retain the last vestige of their once youthful waistlines.)

RC

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730 Gympie Road Lawnton 4501

New Opening Times

Monday to Friday

8:30am - 5:30pm

Saturday

8:00am to 12:30pm



CLUB NOTICES, MEETINGS AND EVENTS

POSITION/S VACANT Correspondents Wanted

Management has noted and is concerned at the shortage of any actual news reported in this current edition of the 'Airwaves' newsletter. The new Editor, who gained the position, without due process and as a result of a 'Captain/President's pick', appears to have adopted the 21st. Century style of 'Big' business executive management, controlling his new empire from within an 'Ivory Tower' having little connection with the overall interests and activities of members and readers. Contributors of News articles relevant to SAAMBR particularly from the 'Southern Prefecture' of Bray's Field, would therefore be welcomed. Please submit News articles to -

rodd@roddsgallery.com

Events Calendar 2018

For Warbirds contact Bill Sharpe (07) 54966870
www.southerncrossairforce.com

July 28-29 Coolum Warbirds

August 3 SAAMBR Club meeting AGM
11 Phoenix Warbirds Nambour

September 4-8 IMAC World Champs Muncie,
USA

8-9 Qld Precision aerobatics Jim Gibson
22-23 SAAMBR Warbirds Gibson Field

October 5 SAAMBR Club meeting
27-28 Maryborough Warbirds.

December SAAMBR Xmas Party Jim Gibson
field.

Annual General Meeting Friday 3rd August 2018 "Pendicup"

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

Patron: Moreton Bay Councillor Peter Flannery

♦ President Bill Sharpe

Email: president@saambr.asn.au

Vice President

Graham Tattersall: Email: vicepresident@saambr.asn.au

♦ Secretary James McAllen

Email: secretary@saambr.asn.au

♦ Treasurer

Russell Ramsay Email: treasurer@saambr.asn.au

♦ Committee Members

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Gordon Papps. Email: g.papps@bigpond.com.au

Dave Mount. Email: mountup4@tpg.com.au

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Dan Imhoff : Email: danimhoff1@gmail.com

♦ Bray Field Working Bee Coordinator

Eric Pond & Graham Tattersall

Airwaves Editor

Rodd Sherwin Email: rodd@roddsgallery.com

www.saambr.asn.au

Have you joined our SAAMBR Facebook Page?

It's a great way to connect with fellow flyers!

<https://www.facebook.com/SAAMBRRC>



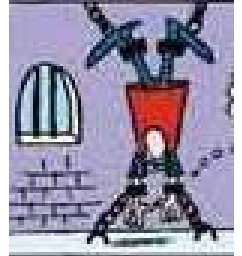
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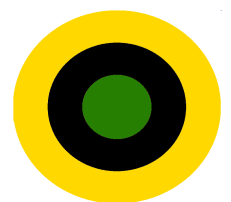
In a surprise announcement from the Cabinet - the Minister for the Replenishment of Retired Aircraft, the Baron Papps, in a move to restore the Republic's dwindling aircraft manufacturing industry is encouraging modellers to come forward and demonstrate recently constructed scratch built aircraft completed within the previous twelve months. This promotional initiative originated from within the newly established Propaganda Bureau, when the appointed Director, elevated from among the ranks of **novice, 'wannabe' and stumble thumb pilots**, overstepped his station with the temerity to point out to King Billy and his Hierarchy that they actually presided over an Association titled, Sports **Aero modellers** - with no specific reference to any of their envied 'Hot shot' and Ace 'Show off' Pilots.

Following careful consideration and prolonged interrogation as to the merits of such audacious and impudent assertions King Billy instructed his Chief Air Marshall, the Lord Tattersall to ride forth and review the state of the Modelling industry. The Duke himself an avid admirer of innovative aircraft such as demonstrated by the prowess of 'Five O'clock Charlie' and similarly noted air aces, recently reviewed and was sighted test flying two prototype aircraft.

Little is known of the BA Swallow 2 believed to be modified by Peter Kraus from an old Klaus Krick kit. These photos were 'scooped' in a lead up to an article submitted to 'Flat Out RC' and of the aircraft snapped when sighted during the recent test flight.



The 'Mercenary' is the second aircraft, seen here commissioned in the latest livery of the The Royal SAAMBR Airforce. This versatile aircraft which comes from the much maligned 'Acme Aircraft Workshop' was inspired by and designed to combine the highly acclaimed characteristics of the renowned Chipmunk and Wirraway aircraft. It is constructed entirely in a high tech lightweight composite of Bunnings construction foam and Balsa held together with copious quantities of Tarzans Grip. Designed for rapid infiltration and deployment of a squad of 'gorilla' fighters, the Mercenary, surprisingly performed quite well, as it is known that not all previous 'Acme' pilots survived their test flight ordeal.



THE POLIKARPOV

The Polikarpov was a nimble, little fighter developed by Nikolai Nikoluyevich Polikarpov and with little doubt, was the most prominent and successful Soviet fighter during the interwar years.

The I-16 differed from other designs of its time both in appearance and performance being the world's first high-speed monoplane fighter of a new generation. The unusual looking stubby fuselage, massive tail surfaces and retractable landing gear made it look like some kind of 'Ski Fi' blow fly. With a C of G more than 30% of the chord, the I-16 was tail heavy and unstable in flight which at this time was considered normal and even desirable for better manoeuvrability. This did however, make pilot training rather difficult as the I-16 was a awkward fighter to fly, for in addition, pilots had poor visibility looking through a canopy generally fouled by oil. The moving section of the canopy had a tendency to inconveniently slam shut as well.

With its stubby nose too close to the C of G and a set back cockpit, the Polikarpov had insufficient longitudinal stability and accordingly, was impossible to fly 'hands off'.

During service in the Spanish Civil War, the I-16 became known as the 'Rata Mosca' after being referred to by the Nationalists as the flying Rat, while the Republicans were less disparaging, (supposedly with some affection) calling it 'Mosca' (the Fly).



(photo courtesy - Motors.all.free.photos .com)



Nikolay Polikarpov
(1892-1944)



(photo by Jesus Fernandez from Wikimedia Commons)

Introducing an Airwaves Supplement

"The Chronicles of SAAMBR"

The 'Chronicles' are a collection of unpublished (and indeed, largely yet unwritten) accounts documenting events within the Independent Republic of SAAMBR during the reign of Good King Billy XXVII.

Also known as Billy 'The Virtuous', the King, in the year of our Lord 2018, commissioned the Chronicles to be a record for posterity of his vision to create within his Kingdom a new age 'Camelot', a land of chivalry and brave deeds - So too, unite the far flung Southern and Northern Provinces whence all clans and factions should henceforth consider themselves as one - Thence to commune in peace and harmony until the end of time.

Amen

From "The Chronicles of SAA MBR"



THE LEGEND of COUNT PERCY and the POLI-KAR-POV

When tales are told of chivalry
And brave deeds full of pith
So often one can not be sure
It's not just another myth
Remember the ugly duckling
That became a graceful swan
Well sadly in this story
It somehow went all wrong.

Unlike the shapely 'Spitfire'
A symphony of elegance and grace,
Someone took the 'Rata Mosca'
And punched it in the face
I know you'd say such action
Was crass - Not very nice
When some other Russian 'Bozo'
Went and squashed it in a vice.

But as so often happens
A champion did arise
To take that Poli-kar-pov
And sail it through the skies
From out of the Ural mountains
With his Papakha pulled on tight
Rode Count Dave Mont on Cisco
A most impressive sight.

Of course Cisco was a stallion
Full of strut and hard to ride
But the Count clung on proudly
With his Shashka by his side.
The crowd all cheered loudly
When a boy yelled, 'Look at That!
Unless my eyes deceive me
That Cossack's got no hat'.

Among the famous fables
Was 'The Emperor's New Clothes'
Well indeed this situation
Was a bit like one of those.
The crowd could not believe it
'SO MUCH ... thick curly hair?'
Not likely! when the rest of us
Have so little left to spare.

So it probably was just envy
Nought to do about the cost
Cause it would have brought dishonour
Had his Papakha just been lost

But what about this story!

Oh dear, I must confess
It was all such a distraction
That I fear I do digress.

Well he rode up to Poli-kar-pov
And regarded it in awe
Amazed to think this pot-bellied thing
Could lift off from the floor.
'I'd like to have a go in that
It's like Cisco with a wing
But instead of bouncing round on top
I'd do very well strapped in'.

He found a little ladder
and clambered up inside
And tried to place his Shaska
So he could settle for the ride
He studied all the instruments
Indeed he took great pains
But was very disconcerted
When he couldn't find the reins.

He was facing this dilemma
When a mechanic popped up his head
'No, in an aeroplane, you see
We use that stick instead'
'Roger' shouts Count Davo
Though he didn't know his name
This was of little consequence
Cause he answered just the same.

'Just push that lever forward
I'll have no more to say
And above the deafening roar
Just shout out 'Chocks Away'
You'll roll down that there runway
And when you're going pretty quick
Close your eyes, say a prayer
Then haul back on that stick'.

So down the dusty runway
The Poli-kar-pov raced
With a very nervous Count inside
Who did not want to be disgraced
Eventually he opened up one eye
And it came as some surprise
Both he and Poli-kar-pov
Were zooming through the skies.

Some said of this great exploit
That, 'That Cossack Count was bold'
But really, those Russian soldiers
They just do as they are told.
No matter, for the audience
By this spectacle were quite awed
As 'Poli' through the Heavens
She looped and rolled and soared.

Count David in the cockpit
Not sure what was amiss
Waving round his joystick thinks
'I'll soon get the hang of this'.
His thoughts were then averted
By a change in engine sound
Perhaps now I should be thinking
How to get back on the ground.

Lining up the runway
He pulls the blunt nose round
And throttles back the engine
Hoping to slow down
I wouldn't say he panicked
But as the earth approached
He certainly was regretting
That he hadn't first been coached.

It wasn't very pretty
There was no gentle touch
The undercarriage crumpled
With a loud ungainly crunch
'Rata Mosca' cart wheeled
And landed on its nose
I'm told the Count here hurt his back
That's how the story goes.

You'd think he'd be disheartened
No doubt he hit his head
Cause he towed it to the workshop
And fixed it up instead
So the Poli-Rata 'Newy'
Rolled out for a second round
But 'C'est la vie' was all he said
When again, it hit the ground.

So began an obsession
Not unlike that rogue 'Mr. Toad'
Who after every accident
Put a new car back on the road.
With so much dedication
The Poli-kar-pov really flew quite well
But sadly with each landing
There was another sorry tale to tell.

Thus began the legend
Of yet another flying 'Ace'
And Percy Perseverance, they all called
In reverence to his face.
He joined the 'Flying Circus'
Out on Gibson Field
And very soon to everyone
All his talents were revealed.

Such was the anticipation
When Poli-kar-pov came to land
That everyone would stop and stare
With their hearts held in their hand.
Count Percy was a showman
And with feats, liked to astound
So in the final moment thought
This time I'll go around.

Oft times all is determined
By the fickle hand of fate
For at that crucial moment
It was already much too late
He'd lost so much momentum
Couldn't climb in such a state
When the stricken Poli-kar-pov
Just started to gyrate.

Count Percy held on grimly
When with a dreadful thud
Rata Mosca dropped a wing
And dived headfirst into the mud.
All the loyal members
Declared it was a shame
For they doubted such entertainment
Would come their way again.

Investigators over coffee
Poked through the wreck in vain
And announced, just another case of
Pilot water on the brain.
The final images have been censored
For such carnage we deplore
But alas poor Poli-kar-pov
Will grace the skies no more.

Rodd
Sherwin

