



P.O Box 2108,
Tingalpa, Qld, 4173

Welcome to TMAC

Dear Club Member,

Welcome to Tingalpa Model Aero Club Inc. (TMAC Inc.)! May your involvement with the Club be happy and satisfying.

As a new member, in this welcome pack you will receive:

- 1) A copy of the Club's Operational By-Laws. Please take the time to read these By-Laws and familiarise yourself with the Club's operations. A full copy of these By-laws, and the Club' Rules which contain additional information regarding meeting procedures, membership structure, etc, is available on request, or on the Web. (www.tmac.asn.au)
- 2) A Provisional Pilot Scheme Information sheet and Flight Proficiency Test form.

PLEASE NOTE: As a new member of TMAC, you take on the status of **PROVISIONAL PILOT**. This means that until you have successfully passed a basic Flight Competency Test, you are only permitted to fly with an experienced Club member or an Instructor. A separate sheet detailing the Provisioning Pilot Scheme accompanies this letter.

3) Your Club Name Badge (to follow).

4) Your F.A.I. Card (to follow). Please sign this card and keep it with you, as it is your proof of membership and insurance currency. In the meantime, please retain your receipt as proof that you are covered by the club's insurance. If you are an Associate member, your F.A.I. Card will be renewed by your parent club.

Also as a new member there are a few other things to be aware of:

- Should you be the last person to leave the field, irrespective of when you leave, please ensure that you lower the boom gate and lock it. The combination number is changed each year, and you will be notified of the changes.
- As a financial member of TMAC, the Model Aeronautical Association of Queensland (MAAQ Inc.) and the Model Aeronautical Association of Australia (MAAA Inc.), you undertake to abide by the terms and conditions of the Insurance Policy and the Rules and By-Laws for the flying and operation of your model.
- Should you change address or phone number, please advise the Registrar (Registrar@tmac.asn.au) so that the Club's records can be updated accordingly.
- TMAC's preferred distribution method for its newsletter is via download from the club website. You will be notified by email about new editions of the Transmitter, which can be downloaded from the club web site at www.tmac.asn.au. Please feel free to download recent editions to assist you to become familiar with the club. If you do not have access to the Internet, you can have the Transmitter posted by either checking the box on the application form, or emailing the Registrar at Registrar@tmac.asn.au.

Remember, if you need help, just ask! Meanwhile - Good Flying!

Signed Secretary TMAC.

PROVISIONAL PILOT SCHEME

INTRODUCTION

As a new member of Tingalpa Model Aero Club Inc., we would like to ensure that your time and flying with this Club is all it should be.

Flying a radio-controlled model aircraft is very challenging and satisfying, and whether you are a beginner or an experienced pilot, our Club has introduced a **Provisional Pilot Scheme**, designed to help you.

It can be very disappointing when a model you have lavished your time and hopes on goes crunch. It is something we all hate and hope to avoid. It can be very tempting to fly your new model unassisted but believe me if you've never done it before it's safer for you, your fellow members and your model to get help!

Our facilities at Tingalpa are among the best in Australia and we want to keep them. It is for this reason that our Club's Rules and By-Laws came into being. They are designed to promote **safe flying**, and, if followed, this should happen.

To further these aims we have now introduced at Provisional Pilots scheme.

Being a Provisional Pilot means that until you have successfully passed a Flight Proficiency Test (which includes the MAAA Bronze Wings Standard), you are only permitted to fly with assistance from an experience Club member or an Instructor.

If you are already an experienced flier don't panic, we've thought of you. Read on.

What Type of New Member am I?

Having joined our Club, see which of the following best describes your experience:

- a) a beginner, with little or no experience in building or flying,
- b) an intermediate, with some model aircraft experience but not able to fly on my own,
- c) An experienced modeller who has already flown solo.

It is very likely, and certainly hoped, that if **a)** or **b)** describe you, then you will already be receiving some help. When you have completed your training, that is, when you are able to fly solo, then you are able to take your Flight Proficiency Test.

If **c)** best describes you, you may take your Flight Proficiency Test whenever you feel ready to do so. Just approach one of the qualified TMAC MAAA instructors. See the section "Who Can Test Me" for further details.

Provisional Pilot Sticker

Until you take your Flight Proficiency Test, the white coloured Provisional sticker you received when you joined **must** remain affixed to your frequency key.

This sticker serves two purposes:

- 1) it identifies you as a financial member of TMAC,
- 2) It identifies you as a pilot who may need assistance with flying.

Once you have passed your Flight Proficiency Test (which includes the MAAA Bronze Wings Standard), you will then be issued with a frequency sticker of that year's colour, which once again identifies you as a financial member of TMAC and also indicates your status as a proficient pilot.

The Flight Proficiency Test

The FPT is undertaken when **you** feel ready so don't feel under any pressure. All that you have to do is listed on the Flight Proficiency Test form and the MAAA Fixed Wing Powered – Bronze Wings form. It may appear daunting but it's surprising how quick you pick it all up with a bit of help from your friendly neighbourhood club members!!

Please remember that having a knowledge and understanding of **your** Club's operational By-Laws is just as important as being able to fly because it enables you to fly safely.

You will notice that the Flight Proficiency Test is designed for fixed wing powered aircraft.

Ideally, when undertaking the Flight Proficiency Test and the MAAA Bronze Wings Test, this should be your own model.

For

- 1) fixed wing glider aircraft
 - 2) rotary wing aircraft (eg Helicopters)
- refer to the MAAA Bronze Wings Standards.

For Gliders and Helicopters, you will be tested on the Knowledge of Operational By-Laws section of the Flight Proficiency Test only.

Who Can Test Me?

Only qualified, participating MAAA Instructors who are also members of TMAC can test you. When you are ready for your test, contact one of them to arrange a time and date that suits you both. Please note that any of the instructors listed below can test you even if they taught you to fly or provided the majority of your tuition. The following is a list of current paid instructors and their phone numbers:

NOEL WILSON 07 3890 2520
TONY GLIDDON 0408 648 379

Good Flying!!!



TINGALPA MODEL AERO CLUB INC.

FLIGHT PROFICIENCY TEST

This is to certify that AUS
(print name)

Of P/Code
(print address)

Has demonstrated has demonstrated the TMAC Practical Test and Knowledge of the Operational By-Laws.

.....
 Signature MAAA Instructor's Name (BLOCK LETTERS) AUS No. Date

**Powered Aircraft
(Fixed Wing)**

**TMAC
(Operational By-Laws)**

<u>Practical Test</u> (in 1 flight)	<u>Knowledge of Operational By-Laws</u>
<ol style="list-style-type: none"> 1. Explain the purpose of the pre-flight check 2. Demonstrate range test (20 metres, aerial down) 3. Demonstrate Tethering of Aircraft 4. Demonstrate Pilot to Pilot Communication 5. Demonstrate turning at the Turning Pole (north-east corner) 6. Climb to height and demonstrate a recovery from a stall. 7. Demonstrate taxi back to pits, shut down motor & return transmitter to pound removing frequency key. <p>Note: Until successful completion of MAAA Bronze Wings and TMAC Flight Proficiency Test, all Pilots must display the White Provisional Sticker on their Frequency Key, and must be accompanied with Senior Member of Bronze Wings Standard (minimum).</p>	<ol style="list-style-type: none"> 1. Altitude limits 2. Club Boundaries 3. Turning Pole (north-east corner) 4. Radio Equipment <ul style="list-style-type: none"> - Bandwidth Testing (transmitter & receivers) - Transmitter Pound - Keyboard - Frequency Keys 5. Pilot-to-Pilot Communication <ul style="list-style-type: none"> - Taxiing on the runway - Taking off - Low pass from the left/right - Landing from the left/right/cross runway - Going around - Dead stick - Clear on the runway - Going on the runway / Crossing the runway 6. Deciding circuit direction 7. Noise Limits 8. Operation Times 9. Pilots' Position 10. General Safety Requirements 11. Radio Range Check 12. Mobile Phone Restrictions and Usage <p>Also Flight and Behavioural Courtesy</p> <ol style="list-style-type: none"> 13. No hovering directly in-front of pilots position 14. 20 minute limit on frequency

Please return completed forms to: The Registrar, TMAC, P.O. Box 2108, Tingalpa, Qld, 4173 (MAAA Fixed Wing Powered – Bronze Wings (Form MAAA016); and TMAC Flight Proficiency Test) (Registrar TMAC to: Retain 1 copy on file. Send original to MAAQ Chief Flying Instructor)



MAAA FLIGHT PROFICIENCY SCHEME

FLIGHT REQUIREMENTS & TEST CHECK SHEET

FIXED WING POWERED – BRONZE WINGS

This Test is to be assessed by an MAAA Fixed Wing (Power) Instructor or State Senior Instructor.

The requirements specified have been determined by the MAAA and are not to be varied.

Bronze Wings (Power) are awarded when a member demonstrates, in the course of one session, that he/she has the skills to perform the manoeuvres listed in the tasks below, in a competent manner and to the required standard.

This is to certify that AUS

of P/Code

Club **Note address on back of form if wings to be sent to Club**

has demonstrated the degree of proficiency in radio controlled flying of model aircraft to be awarded the MAAA Bronze Wings (Power).

..... Signature MAAA Instructor's Name (BLOCK LETTERS) AUS No. Date
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At the successful completion of the test this form shall be completed by the Instructor and sent to the State Association.

Note: Wings will be sent to Pilot unless Club address is noted on back of this sheet.

1. **DEXTERITY**
The pilot must be able to locate all the transmitter controls quickly without fumbling.
2. **THEORY**
The pilot must be able to name all major components of the aircraft and define functions, including effect of controls, and have a thorough knowledge of safety rules and regulations.
3. **AIRFRAME & PRE-FLIGHT CHECK**
The pilot checks the engine mounting, plumbing, centre of gravity location, security of under-carriage and signs of structural or covering problems that could affect flight eg. presence of warps which could affect trim. The pilot also checks that controls are neutral and control throws correct, and checks throttle setting, state of battery and performs a range check.
4. **TAKE OFF**
The pilot demonstrates gradual application of power while keeping the aircraft straight, and using a little elevator to lift off, makes a gentle climb out with wings level until safe altitude is reached.
5. **TRIMMING**
Pilot shows ability to trim the aircraft in flight. Displacement and re-trimming both the primary roll control and elevator should be demonstrated.
6. **PROCEDURE TURNS – One in each direction**
The pilot's ability to perform the following steps in the procedure turn will be assessed.
 - a. Level flight segments should be straight and level.
 - b. Aircraft should pass directly over the landing area.
 - c. Turns should be at a constant altitude.
 - d. Turns should be completed in order that upwind and downwind tracks are superimposed.
7. **LANDING CIRCUITS**
Pilot to demonstrate in both directions, as shown in the diagram in the MAAA Pilot Log Book, with all turns of 90 degrees. With high performance aircraft, the power needs to be reduced much sooner than at the turn onto base leg. The upwind and downwind legs are parallel to the landing strip. The first three legs are maintained at a constant height and a gradual approach angle is started at the beginning of the base leg.
8. **APPROACH & LANDING**
Pilot demonstrates an engine assisted landing, using a suitable power setting that allows the model to descend, controlling nose attitude with elevators (airspeed), and using the throttle to stabilise the rate of descent. The aircraft should be flown over the threshold at an altitude of about 1.5 metres, the throttle closed gradually, and the round-out or flare initiated. The "hold-off" period is then commenced where the aircraft is gradually allowed to sink and settle on the ground in a slightly nose high attitude.
9. **SIMULATED DEAD STICK LANDING**
At a safe and high position, the pilot will reduce the throttle to idle and perform a descending circuit to show his/her ability to safely glide the model without engine power to a position where a landing approach can be executed.



Operational By-Laws Summary

Combustible fuel engine shall only be operated at the field on Monday to Friday from 7.00 am to 8.00 pm, and Saturday and Sunday from 8.00 am to 8.00 pm.

No model shall be flown at a height:

- a) In excess of 100 feet (30 metres) when full size aircraft are flying in the vicinity of the field.
- b) In excess of 10 feet (3 metres) in designated hover pads.
- c) In excess of 400 feet (125 metres) at any other time.

No Model shall be flown over any people, or taken-off, launched from, landed in, flown over:

- a) The pits area or taxiways.
- b) Any part of the field behind a designated pilot's position.
- c) The area beyond the limits of the field boundaries.
- d) Any prohibited area which may from time to time be promulgated.
(see Appendix B Schematic Drawing of Field)
- e) Hoverpads, may only be used by helicopters specifically for hover practice or hover training.
(subject to the 10 ft height limit and flying within boundaries)

No model shall be flown from any position on the field other than that designated as the "pilots' position", except:

- a) At take-off, when a pilot may stand behind the model until it is airborne, after which he or she will return to the "pilots' position" immediately. To achieve this when other aircraft are being flown, the pilot(s) must clearly acknowledge a call to fly circuits that will not be above the pilot on the strip. This may be done by the member attempting the take-off or with the assistance of other members. Only when Pilots have acknowledged the call and cleared the airspace above the intended take-off position will any Pilot enter the strip. Pilots will be advised to resume normal circuits as soon as it is practical.
- b) While hand launching models on the verge of the strip, after which he or she will return to the "pilots' position" immediately.
- c) While launching models on the verge of the strip with bungies or similar mechanisms, after which he or she will return to the "pilots' position" immediately.
- d) While operating helicopters in designated hover pad areas.

Any model or engine operated at the field will be restrained or tethered unless it is being taxied or flown.

No model shall be taxied in the pits. Models may only be taxied on the taxiways, runway (strip) and parts of the field in front of the pilot's position. Models may be started or run in the pits (with proper tethering), but will be carried or escorted to the taxiways in a manner that will restrain them from moving under their own power.

No model shall be flown until its control surfaces have been checked for direction and freedom of movement.

No person shall occupy a radio channel for a period in excess of 20 minutes unless it is confirmed that no other person is waiting to use that channel.

No person shall use a frequency control key in the frequency control keyboard which is less than fifty (50) millimetres (2 inches) wide. No person shall use any device, other than a commercially manufactured frequency control key in the frequency control keyboard.

Radio transmitters must be placed in the transmitter pound immediately upon arrival at the field.

Radio transmitters must be switched OFF and placed in the transmitter pound immediately upon completion of a flight and/or ground test, and the frequency control key removed from the keyboard by the person replacing the radio transmitter in the transmitter pound.

Under no circumstances shall any person insert or remove a frequency control key from the keyboard other than the person using the radio transmitter to which they key belongs.

Radio frequency control keys must be marked with the channel number of the accompanying radio transmitter and with the owner's name.

All radio receivers and transmitters must be bandwidth tested by an approved testing facility on a once-off basis before they are operated at the field.

Notes:

1. **This means the transmitter and every receiver must be bandwidth tested for that frequency where possible. e.g. for crystal and synthesised sets.**
2. **For crystal sets, should the radio transmitters' frequency and thus the receivers' frequency be changed, the radio transmitter and every corresponding receiver must be re-bandwidth tested to the new frequency.**



3. For 2.4GHz transmitters, where band with testing is inappropriate or not possible, then band width testing is not required, but the transmitter and receiver must have a 'C-Tick' to show compliance.
4. The MAAA's MOP on 2.4 GHz equipment, and recommendations on band width testing are to be followed.

No person shall operate radio control equipment at the field which has not been bandwidth tested.

Pilots shall use the following, or similar terminology, to indicate their intentions to other fliers, who in turn, should acknowledge that they are aware of what is occurring or about to occur. The notice of intent should be **loud, clear, and concise** and **acknowledged**. If an intention is stated but then delayed for any reason it must be restated and acknowledged before proceeding.

"TAXIING ON THE RUNWAY" (having first asked other pilots if it is clear to do so)

"TAKING OFF" (priority to be given to aircraft on final landing approach)

"LOW PASS FROM THE" (**LEFT or RIGHT as applicable**) (Note: LOW is defined as being under 2 metres)

"LANDING FROM THE" (**LEFT, RIGHT, FRONT or REAR as applicable**) (call before turning on to final approach – indicate emergency if any)

"GOING AROUND" (aborting landing after calling intention to land)

"DEAD STICK" (emergency landing because of engine failure – all other fliers will give way)

"CLEAR ON THE RUNWAY" (not necessarily off the mown area but well clear of the centre line)

"GOING ON TO THE RUNWAY" (to stand behind the model for take-off or to recover a model that cannot be taxied)

Any accident involving the operation of a model aircraft, which results in injury to another person(s) and/or damage to another's property shall be reported to the TMAC Secretary immediately. Any 'Out of Bounds' incident must be reported to the TMAC Secretary immediately.

No mobile phones:

- Within 2 metres of the line marked for un-tethered operations of models.
- Within 30 metres of any position deemed to be a pilot's position or the flight line.

No model shall be flown if visibility does not permit continuous visual contact by the pilot with the model.

No model weighing between 7 kg and 25 kg shall be flown unless the pilot(s) holds a current MAAA (heavy model) Permit to Fly as prescribed in the MAAA Manual of Procedures.

No person shall fly any fuel or electric powered model, or radio controlled model after having consumed any alcoholic beverage or used any drug to an extent which is likely to impair such person's ability to control a model safely.

No person shall be permitted in the pits area, at the pilots' position, or on or near the runways, if such person's age or incapacity is likely to cause injury or damage, unless such person is accompanied and directly supervised at all times by a mature and responsible person.

No dogs shall be permitted at the field unless they are restrained by a leash.

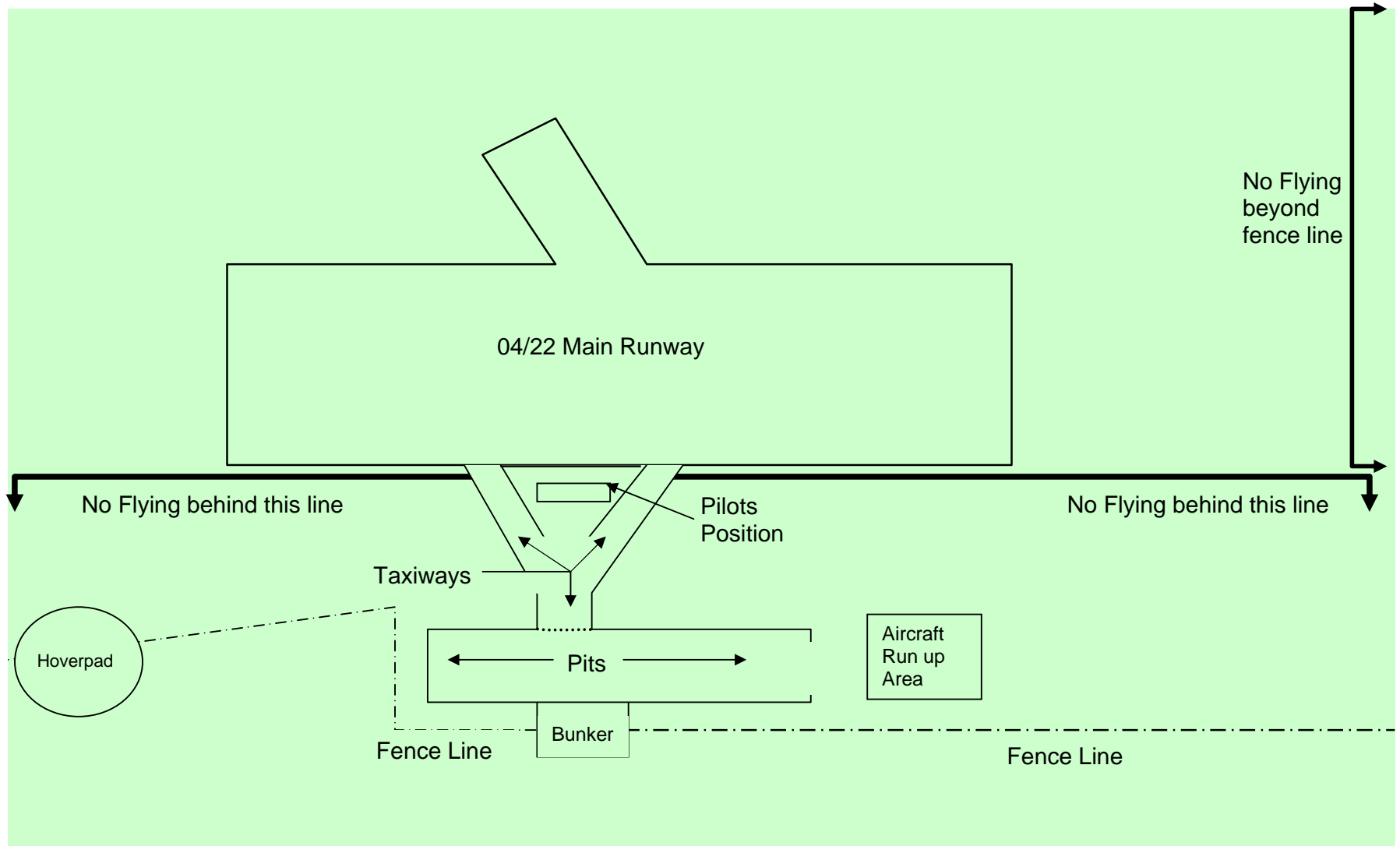
No model shall be taxied in the pits. Models may only be taxied on the taxiways, runway (strip) and parts of the field in front of the pilot's position. Models may be started or run in the pits (with proper tethering), but will be carried or escorted to the taxiways in a manner that will restrain them from moving under their own power.

Ground based launching devices shall not be used or placed in position on the field so as to cause obstruction to other operations.

Anyone who is not able to control a model without assistance shall be supervised by an approved pilot.

No smoking in the pits or pilots position.

Appendix B – Schematic Drawing of Field (Not to Scale)

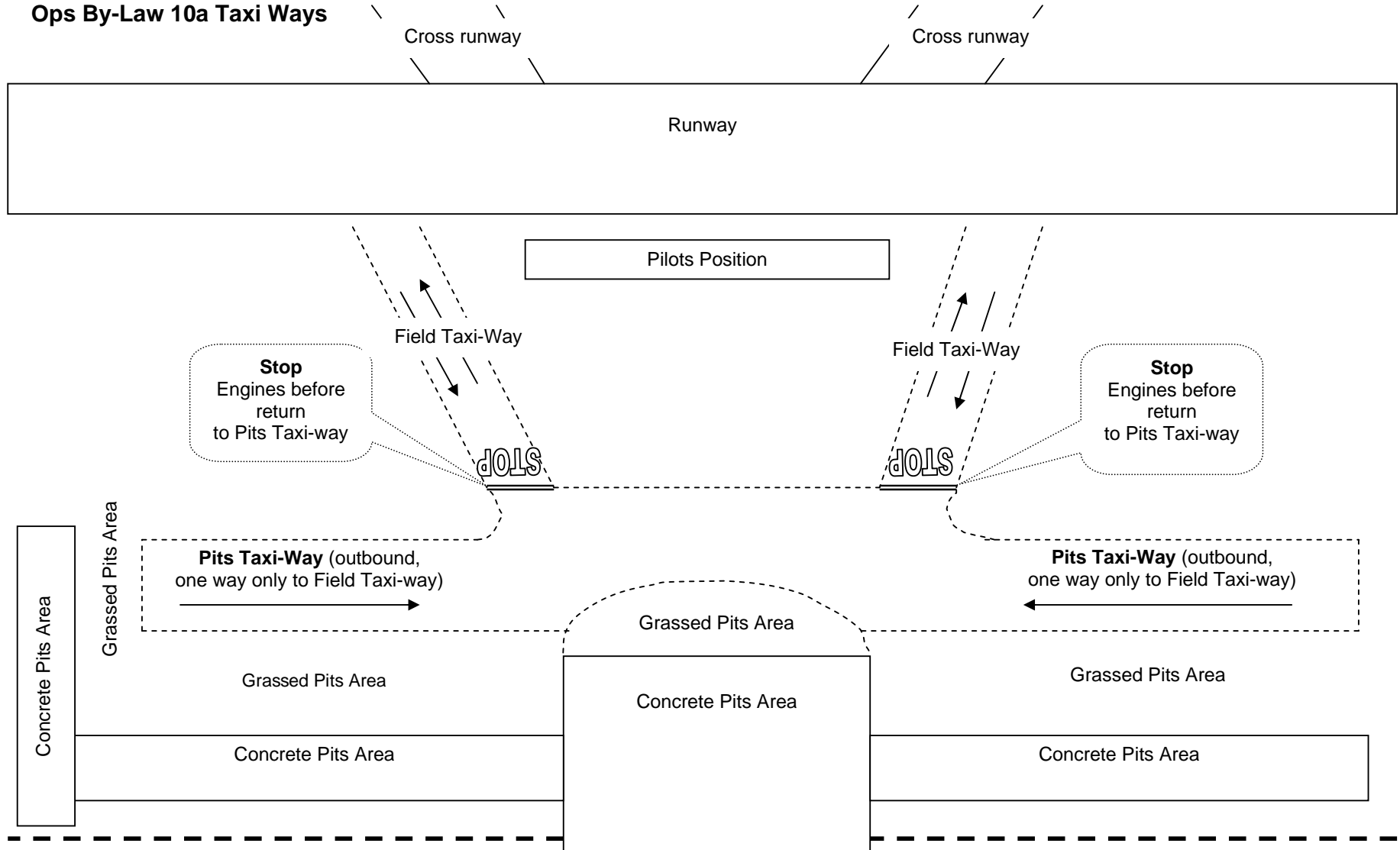


Date: 01/017/2008

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bc TMAC Ops By-Law 02 Restrictions GM 01.07.08 Appendix B.docx

Ops By-Law 10a Taxi Ways



Date: GM 02/03/2004

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bd TMAC Ops By-Law 10 Taxi-Ways GM 02.03.04 Pits Drawing



TMAC

A Brief History – Porter's Field

Early 1950s

Model aeroplane flying at Porters Field began in the early 1950s, when Stan Porter allowed his friend Jack Richters to fly model aeroplanes, on his property, and who also taught Jack to fly full size aircraft, the Gypsy Moth.

1968 TMAC Formed

TMAC was formed when a number of flyers at the Carindale field had a disagreement with other flyers and decided to move on and form the Tingalpa Model Aero Club at the current Porters Field. The founding members were Jack Richters, Bill McKey, Bruce Jenson and Lionel Perrin. Jack Richters, was the first President (1968 – 1975), and was the Club's first Life Member. Other club life members are Doug Kent and Will Sipma.

Early Bi-Laws

Part of the bi-laws in the early years of the Club, was the first member to arrive had to put up the windsock, and remove all the cow patties from the runway. An essential part of the Club's equipments, was a shovel and wheelbarrow.

Flight Line

The original flight line was positioned on the southern side of the field, near where the current helicopter hovering pad is located. Later it was relocated to the north east corner near the current yellow turning pole, but after a member in 1980 flew his plane into the power line that serviced the dairy shed and cut all power, the flight line was returned to the original position. When the Gateway motorway was built, the flight line moved 100 meters west to its current position on the 20th February 1988.

1984 Porters Field Leased from Brisbane City Council

On the 3rd January 1984, TMAC applied for a lease from the council, as Porters field was now part of Brisbane City Council land. It took a decade of negotiation, but finally the first lease was signed on 29th September 1994. The second lease took effect from 1st September 2000.

1985 TMAC Incorporated

On 3rd December, 1985, TMAC became an incorporated body, with a set of Rules and By-Laws with which to guide the club.

1982 Public Display - Mini Air Show

1982 was the first year TMAC held an air show that was open to the public. It was called the Brisbane Mini Air Show and was opened by politician Tom Burns on 14 November 1982. The 'Tingalpa Model Air Show' held on the 19th March 1989 was known as the first of the big air shows. These air shows were held annually under various names including more recently the 'Gateway Mini Air Show'

2006 BCC Lease Renewed.

On the 8th August 2006, TMAC obtained its 3rd lease with the BCC for a further 5 years from the 1st September 2006 to 31st August 2011.

2008 40 Years Old

In 2008, TMAC will celebrate its 40th year flying model aircraft at its current location, known as Porters Filed.