

AUGUST—SEPTEMBER 2012

THE TINGALPA TRANSMITER



Tingalpa Model Aero Club Inc

IMAC QLD State Championship

Well Done to Matt Benfield who took out the Basic division of the IMAC Queensland State Championships at Maryborough.

Matt (aged 15) has been flying at TMAC for 3 years but only started the ASAA IMAC precision flying earlier this year. (Thanks to Dan Carroll for introducing Matt to IMAC). Matt also came 1st in Basic at the last IMAC event held in Lockyer Valley in July.

Matt has a hearing disability that uses a cochlear implant, though he won't let that get in the way of his flying. We are all keen to see Matt progress to the next level "Sportsman". Congratulations Matt!



President's Report: Will Sipma

It is with regret that I am retiring as President of this great club. Some of you may know that my wife Chris has ordered a GAP year so no responsibilities at all, according to she who must be obeyed.

Over the past year the Club has made great strides of improvement which I have covered in earlier reports, with very few bumps in the road.

My offsidiers; Secretary - Phil Gartshore and Treasurer - Martin Holman have done a brilliant job, sometimes steering me in a different direction to that which I may have taken, however I would like to thank them for their dedication to their roles within the Management Committee of the Club, as well as their involvement in working bee's, have-a-go days etc.

I would also like to thank the other members of the Management Committee – Noel Stewart as registrar, who has also done an excellent job in that position – Dave Walker for his input as well as always being there when the physical work needs to be done – Tyson Dodd who brings youth and energy, which is the best way that the club will survive into the future, Clair Alston who has done an outstanding job with the Transmitter, as well as producing our first TMAC Club calendar, and Randall Mowlam for the exceptional work that he does with our website, without which the public would not have immediate access to all things TMAC, as well as the have-a-go days which have been a great success to date.

And lastly Allen Danvers who has been my right hand man, stepping in to take meetings when I have been on the road, and sometimes pacifying me in times of stress.

Working with all of these highly committed members has made the last year a pleasure to have experienced.

I believe that in the interests of the club moving into the future that it is time to encourage new blood to become involved at committee level.

In my experience a committee that can work closely with its members creates a great atmosphere where all members are made to feel welcome at meetings and the field.

To the incoming Committee I wish you all the best for the upcoming year.

Secretary's Report: Phil Gartshore

This is my first year back in the Secretary's chair after a break, and I find the TMAC Committee is still going strong. We have a vigorous Committee that is moving the club forward with a number of improvements. Our membership exceeded 250 again this year, which is also great to see.

A warm welcome to all the new members this year; please contact me if you have questions or there is anything I can do to assist.

Financials

Last year we constructed the new kitchen using financial reserves and a Promissory Note Issues. This meant a quiet year while we stabilised the finances. This year, we have been able to resume our capital works program at the field, and have almost accumulated enough funds to cover the Promissory Notes on issue. The building levy will continue until June 2015, to enable us to cover the Promissory Notes as well as re-establish the cash reserves spent on the kitchen.

Improvements to the field

We have been busy investing in the club facilities this year. Improvements include:

1. Continued work on the fit-out of the kitchen facilities. This includes stainless steel benches, sink, and hot water. This has been very successful, to the point that our use of the facilities has exceeded the capacity of the Solar System on a couple of occasions.
2. Reticulated gas for cooking and to the BBQ.
3. Replacement of the fence along the entry road using a grant from Council
4. Replacement of the eastern retaining wall
5. Cleaning out and extension of the Dam

MAAQ

TMAC has had some issues with MAAQ this year. Principally, we would like more consultation with member clubs, and more financial accountability. One could be forgiven for getting the impression at times that the MAAQ is the president's personal fiefdom. The MAAQ is continuing with the difficult task of reviewing and revising its rules. TMAC hopes that a new set of rules will assist with these issues.

Operations from the Dam

We have been trialling operations from the now full and expanded dam. We have had periodic flights from the Dam on a trial basis, which have gone well. The Committee will keep an eye on this.

Secretary's report continued...

Safety

While we generally operate safely at TMAC, it seems members need to be reminded periodically that every member is a safety officer, and we need to alert other members to unsafe practices in a calm manner. When alerted that we are operating unsafely we need to receive the advice calmly, thank the member for considering our and other member's welfare, and act to mitigate the unsafe operation. Any further discussion must occur when all parties have completed their flight and are away from the pilot's position. In particular, when engines stop on the strip, retrieve that aircraft and move it to a safe location away from the strip before attempting a restart.

TMAC Committee

A big thank-you to Will Sipma for his leadership as President this year. Will's energy and can-do attitude and liaison with the various levels of government has really helped move TMAC projects forward. I'm sure Will's passion for TMAC will mean that we continue to move forward.

Thanks to Martin Homann for his steady hand on the finances. This has meant that at times, we have had to defer projects while our financials recovered. As a result, TMAC is now in good shape financially.

Thanks to Noel Stewart for working quietly and diligently as Registrar. The Registrar is a very important role, because it ensures that our membership records and fees are tracked and recorded correctly.

Thanks to Clair Alston for harassing the committee to complete reports and other content, and publishing the new look Transmitter. Clair is very tolerant of our slackness at times, and always publishes a polished product.

Thanks to Randall Mowlam for administering the TMAC web site. Randall quietly keeps the website up to date without most of us even knowing and always resolves any issues quickly.

Thanks also to the other Committee members, Allan Danvers, Dave walker, and Tyson Dodd, who chip in when things need to get done. Their assistance includes working on the various improvement projects, preparing applications for grant applications, and helping out the executive when we struggle for time to get things done.

Thanks guys for all your assistance this year.

Flight Improvement Program

TMAC is running the program again, and publishing articles on the Gold Wings manoeuvres,. A Gold wings coaching day will be scheduled for 2013. Achieving Gold Wings will simply make you a better more confident pilot, and improve your ability to recover from unexpected situations. If you need assistance with any of the Gold Wings manoeuvres, please approach ton of the club instructors.

Thank you to all the membership for your support throughout the year. I look forward to a great year to come.

Safe flying everyone,

Flight Improvement Program



Information, tips and tricks on wings manoeuvres.

Welcome to the third in a series of Transmitter columns aimed at taking the mystery out of performing Fixed Wing Bronze/Gold Wings manoeuvres. The author doesn't claim to be the font of all knowledge and has drawn on all sorts of information from other flyers, publications, and the Internet. The so called tips & tricks are just that; useful to some pilots but perhaps not to others. Hopefully, they may cause a light bulb to go on in your head for that manoeuvre you are struggling with.

Three Turn Spin

This manoeuvre is performed in front of the pilot's position. Allow sufficient altitude to complete the three rotations, and perform an observable down line before pulling out to horizontal. Executing this manoeuvre into the trees is not recommended. Start by performing one, then two, the three turn spins to allow you to judge the required height.

With wings level as you approach abeam the pilot's position, start cutting back the throttle so that by the time you arrive in front of the pilot's position, your groundspeed will close to zero and you will be in a stalled condition. As you are slowing you will have to start feeding in up elevator to maintain altitude. Do not let the aircraft sink and do not gain altitude. You want to maintain the same horizontal line right up to the stall. When in a stalled condition, the nose of the aircraft will drop. Immediately this happens, feed in rudder and aileron (same direction as rudder) to initiate the spin. Note that you will already be holding up elevator as you approached the stall.

Now for the tricky part; ending the spin is a timing manoeuvre. Different aircraft stop spinning at different rates. To cease the spin release the sticks. It can be as little as $\frac{1}{4}$ of a turn, and as much as $\frac{3}{4}$ of a turn (some aircraft require opposite rudder after neutralising the controls to stop the spin, but this is rare). Through practice you will determine how long it takes for your particular aircraft to come out of the spin. The proper way to end a spin is to break the stall (neutralise the controls) and stop the rotation. The wings should stop in line with the pilot's position. Allow the aircraft to track vertically for not less than two plane lengths before smoothly pulling 90 degrees to the horizontal in the same direction as entry while throttling up gradually to cruise speed. You may need to apply slight down elevator to maintain the vertical downline track before pulling out. Some beginning pilots are nervous of the aircraft flying towards the ground and yank the elevator causing a snap (and usually a crash from this position), so fly out smoothly.

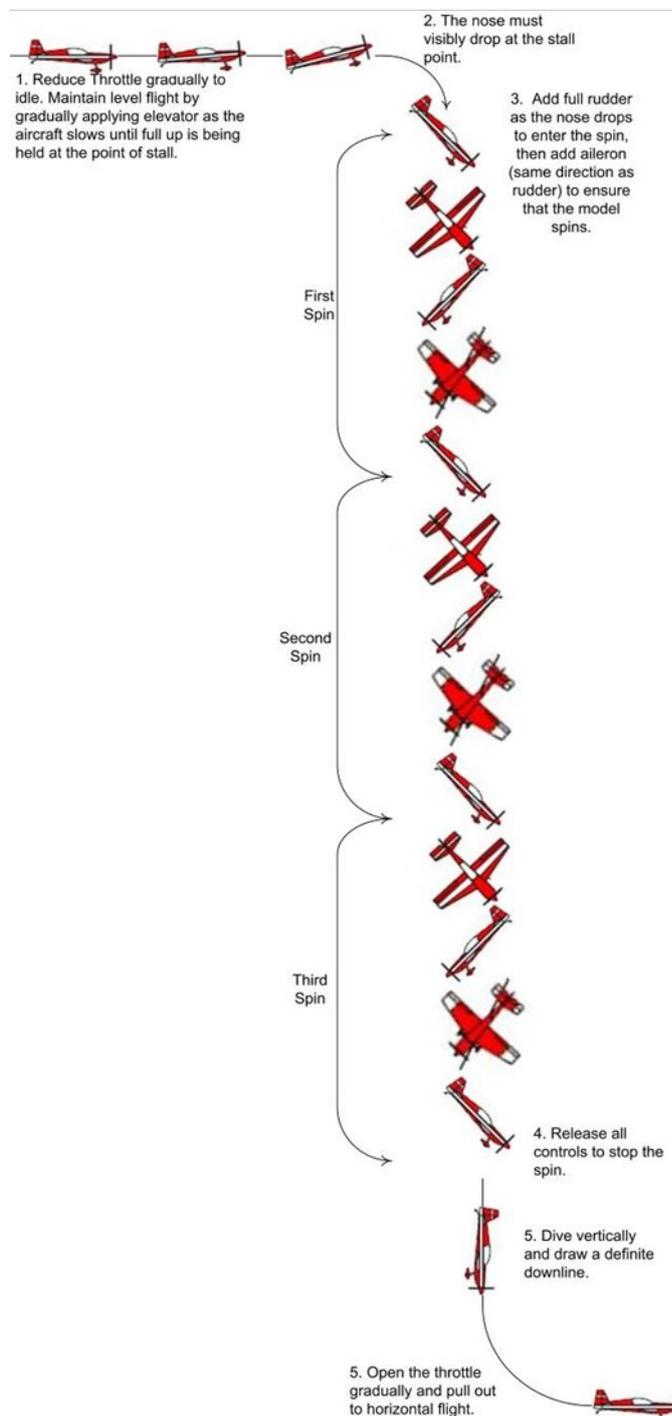
Do not snap into the spin before the aircraft stalls. Be patient, and practice stalling the aircraft so that you are able to recognise the nose dropping at stall.

Tips for Spins:

- Watch for the aircraft to stall, & observe the nose dropping before entering the spin;
- Build the manoeuvre up one spin at a time;
- Practice the timing to stop the spin;
- Let the aircraft accelerate before pulling out.

Remember to end up with the canopy pointing to the sky, and the wheels to the ground.

Phil Gartshore (AUS 7840)



Recent Awards



Phil Gartshore received the 2012 Life Members Trophy (shown being congratulated by outgoing president Will Sipma)



Kerry Bird received the Buster Danvers Trophy 2012 (pictured with Allen Danvers)

TMAC MEMBERS

“MODEL EXPO”

SUNDAY 7TH OCTOBER 2012

As you are aware we are hosting a “Model Expo” on Sunday 7th October this year. For the event to be the success we would like it to be, we will need to have all hands on deck, to help out with the preparations on the Friday and Saturday, as well as volunteers to work on the day of the expo.

All of the parking and catering is going to be done by the Lions Clubs of Rochdale and Tingalpa.

If you would like to participate in the flying there is an ‘Invitation to Fly’ in the magazine.

For any further information, or to register as a pilot or volunteer, please contact either Allen Danvers or Will Sipma.

2013 Calendar—Pictures Needed

We are going to put together another club calendar for 2013. However, I am ridiculously late with getting this project underway, so I would need people to send me their favourite photographs by October 22nd in order to have the project completed in time for our last event of this year.

If you could send me your photographs to c.alston@qut.edu.au in large format that would be great.

Sorry for the lateness of this request

Clair

THE TINGALPA TRANSMITER



MODEL EXPO 2012



SUNDAY 7TH OCTOBER

Food and Drink Available

LOCATION:
Minnippi Parklands
 Stanton Road West,
 Tingalpa QLD 4173

Activities commence 9:00am

Categories:

- RC Tanks
- Tethered Cars
- RC Cars & Buggies
- RC Planes
- RC Helicopters
- RC Boats



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**Rochedale Springwood
 Belmont-Tingalpa**

Convenor: Will Sipma
 M: 0409 852 694
 E: President@tmac.asn.au



**INVITATION TO FLY
TINGALPA MODEL EXPO
Sunday 7th October 2012**



You are invited to nominate to fly in this years' Model Expo to be held at the Tingalpa Model Aero Club's facility, Stanton Road West, Tingalpa, on the 7th October 2012 (9:00am - 1:00pm).

To participate in the show you must be prepared to demonstrate your standard of flying which should be to the same standard as MAAA Gold Wings. The maximum altitude for the day will be 400ft. Aircraft requiring permits to fly will be required to produce certificates. All radios other than 2.4GHz are required to carry bandwidth certification, and all radios are to be accompanied with a two inch frequency key with the pilots name and frequency clearly shown. It is recommended that you also place your name on the bottom of your transmitter or carry case. This will assist the transmitter pound staff.

All proceeds from the day will go to the Lions Club.

Pilot Details

Name:		
Address:		
Suburb:	Post Code:	Phone #1:
MAAA/FAI No.:	Club:	Phone #2:
Email:		

1st Model Details

2nd Model Details

Type of Aircraft:	Type of Aircraft:
Wing span:	Wing span:
Weight:	Weight:
Engine Type and Capacity:	Engine Type and Capacity:
Transmitter type:	Transmitter type:
Bandwidth as required yes / no	Bandwidth as required yes / no
Permit or certificate to fly if required yes / no	Permit or certificate to fly if required yes / no
Description of model or other details.	Description of model or other details.

Use the back of this page for a brief description of the pilot, aircraft or any other points of interest (for commentary purposes)

Please return nomination form by 14th September to Will or Allen

Will Spina (Expo Coordinator)
27 Sekirk Street, TINGALPA Q4173
Ph 07 39012208 Mob 0409 852694
Email president@tmac.asn.au

Allen Danvers (Wilb' officer)
34 Ashton Street, Wynnum Q4178
Ph 07 33965383 Mob 0435 993791
Email danversa@optushome.com.au

Heli Day 2012—Randall Mowlam

This year's turn out was a little less than previous years for the annual Heliday at TMAC, the weather turned on a great day with no rain in sight. Many familiar faces & some new ones enjoyed a great day out.

Dave Walker & myself arrived early to setup the BBQ for breakfast for all the members & guests of the day.

As with keeping with the traditional TMAC Heliday fun fly the theme for the day was always about good food, plenty of space to fly & catching up with all of the heli community.

The day started with a pilot briefing & cooking up of some breakfast on the BBQ, which continued throughout the whole day. There were 31 registered pilots for the day from all over Qld.

Jay Schultz new owner of Revolution RC had a stall on site to show case his latest gear, Rick was on hand to lend a hand & introduce Jay to the members & guests & say G'day to old friends.

Lyle Mahon from RC Heli world had his fleet of MA choppers on site.

There were many pilots with both electric & nitro powered choppers, some even brought along their favourite scale chopper for all to enjoy & photograph.

Many thanks to all Taiwa (Watts Up RC), Revolution RC & Budget Hobbies for all your support.

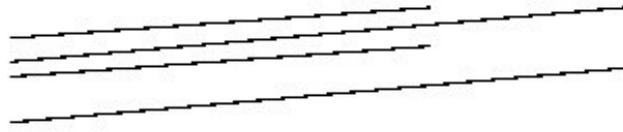
On a personal note I would like thank David Walker for all the event catering & field prep plus BBQ cooking, the day was a total success due to his efforts helping everyone throughout the day.

A big thank you to everyone who helped on the day, Dave Hayward, Josh Stedman and Will Sipma.

Lastly but certainly not the least a big thank you to all the members and guest pilot who attended the day without your support the day couldn't be the huge success it is.

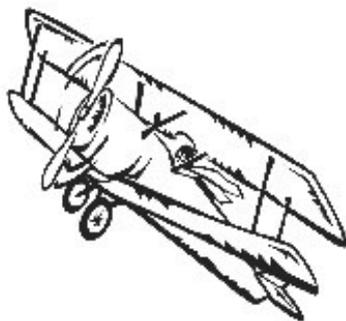
The winner of the Blade MCPX micro Heli was Jay Schultz purchased from Budget Hobbies & the winner of the T-Rex 600 Military Scale Fusealge donated by Taiwa (Watts Up Rc) was Terry Knight.





**Bi-planes and Warbirds
Sunday 25th November
Porter Field**

**Stanton Road West Tingalpa
Commencing 9:00am
Food and Drink available**



THE TINGALPA TRANSMITER

AUTOMATED EXTERNAL DEFIBRILLATOR (AED).

The Need

Given that considerable numbers of members and visitors to our club are middle to mature age, it is a concern that one day a dear friend might require urgent cardiac assistance from another member to sustain life till an ambulance arrives. We should be proactive and be better prepared should such event occur.

These machines assess the patient after collapse and direct the rescuer via loud speaker, both in cardiac resuscitation and if heart **fibrillation** is detected; it directs the simple operation of **defibrillation**. Each year sudden cardiac arrest (SCA) strikes approximately 30,000 people in Australia alone. Many of these people have no warning, since they show no prior symptoms. And, sadly, fewer than 5% survive, often because the Ambulance Service cannot reach them in time. In short, the chance of survival after 10 minutes without **defibrillation** is less than 10%.

Currently under industry training, people everywhere are learning the simple process of operating a defibrillator during their expired air and coronary pulmonary resuscitation classes. There already exists a number of trained members in our midst and even without training, a person can follow the loud speaker instructions and try to save a life. Instructions on the units are: 1/ Open unit, 2/ Fit pads per diagram, 3/ Switch unit on and follow speaker directions!

In summary TMAC needs to consider an AED at Porter Field for the following reasons:

- Over 60% of TMAC members are over 50 years of age;
- Porter field is relatively isolated in the event of a cardiac arrest;
- For each minute defibrillation is delayed, the chance of survival decreases by approximately 10%;
- The device can be operated with relatively minimal or no prior instruction;
- TMAC has a general duty of care to its members.

Approach

The proposal is to purchase and install one of these units in the canteen for emergency use. A number of models have been investigated on their merit and costing. Informal training has also been considered, plus appropriate signage.

NOTICE OF MOTION

I, David Stewart being a financial member of the Tingalpa Model Aero Club Inc, in accordance with rule 28 (7), move that the Management Committee be given the authority to spend up \$3,300.00 for the purpose of purchasing and installing an Automated External Defibrillator at Porter Field. This is to be voted on at the November General Meeting.

The ZOLL AED.

After much research by Dave Stewart, the recommended choice for our club is a machine that promotes ease of use and includes CPR operation and Defibrillation, all via voice and screen display. In this way persons without any training can operate a complete rescue via the first aid DRS, ABCD procedures, thus possibly saving a life.

The proposed unit is the complete package for our application. This machine enhances the ease of operation with all voice instruction, including compression depth, and speed monitoring. It continually monitors the patient and the rescuer and repeatedly prompts the rescuer to gain the best outcome.



Most basic units are all the same price and this unit contains more features for the same money.

Investment

ZOLL DEFIBRILATOR	\$ 2995
Soft Carry Case	Included
AED Prep Kit	Included
Wall mounting bracket	\$132
Total cost	\$ 3127



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