The Tingalpa

July—August 2009

TRANSMITTER

Tingalpa Model Aero Club – www.tmac.asn.au

MANAGEMENT COMMITTEE

President.
Peter Stevenson 0419 024 692 President@tmac.asn.au

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Committee member	Michael Hobson	
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TMAC Life Members
Doug Kent, Will Sipma

TMAC Life Member's Trophy.
Dave Gibbs

Flight instructors.
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Noel Wilson (07) 3890 2520

Heavy model inspectors.
Chris Howarth, Ian Howard, **Heavy & giant models** Kevin Dodd, Doug McIlwraith, Richard Symes.

Turbine model inspectors
Kevin Dodd, Phil Collins.

On The Cover

The winner of the Queensland Scale Fest Trophy (70"- 90")and this years Peter Cutler Memorial Trophy, Adrian Hellwig's immaculate BE2c. See page 8 for Adrian's story of this aeroplane.

From the Editor.

What a couple of months its been. In the words of Dorothy McKeller, (My Country, 1904)

'….I love a sunburnt country, a land of sweeping plains,
Of ragged mountain ranges, of droughts and flooding rains……'

It seems we've had the sunburnt country and the drought and now we have the flooding rains. As you are probably well aware the TMAC field is suffering somewhat at the moment from the rain with considerable flooding and muddy ground. I must admit it is different to see people turning up to fly in gum boots. Please take care and remember that the rules still apply to the use of the flight line etc.

Despite the weather we have had a couple of successful events recently, the Fun fly day on 17 May and the Scale Fest & Peter Cutler Memorial Trophy day on the 20 –21 June. Reports and pictures are included in this edition. Thanks to Ron Dobbie and Richard Symes respectively for organising these events. Without the efforts of people like Ron and Richard and all the other helpers on the day these events would not happen. Have you done something to help the club lately?

Peter Biddle

All pictures in the Transmitter are taken by the editor unless otherwise noted.

Presidents Report

TMAC Management Committee 2009/2010
The year is already half over, and before long it will be time to re-elect your committee to steer the club for another year.

If you would like to join a dynamic group of well paid volunteers, please fill out the nomination form on page 11 or on the web, and give it to our Club Secretary.

Life Members Trophy
Each year, the club rewards someone who has gone above the call of duty, in donating their time and effort in supporting the club.

If you know of such an individual, please complete the life members trophy form on page 11, and send to the Club Secretary by early August.

Recent Events
We have had two very successful events recently.
Firstly, the fun fly which was organized and run by Ron Dobbie.

Secondly, there was the State Scale Championship and Peter Cutler weekend, which was organized and run by Richard Symes.

It was pleasing to see both the MAAQ President Warren Hathaway and MAAQ Secretary Darryl Gunst supporting the State Scale event and our Club.

Both Richard and Ron deserve our praise, because it takes a great deal of effort to organize these events, to manage the volunteers on the day, and to step in if something does not go to plan.

The events we run show our follow modelers that we take pride in our sport, and I thank Ron and Richard, as well as all the other volunteers throughout the year, for making the effort and supporting our Club.

Safety Committee
I have been asked several times recently whether we have a safety committee and who is on it. I reiterate what our secretary has said in this newsletter.

We have no set Safety Committee. We have 250 members at TMAC, who are all responsible for their own behaviour at the field. This includes following the operational By-laws, as well as conducting themselves in an orderly manner.

If a member sees a fellow member doing something incorrect, you need to look after your fellow member and politely let them know if their behaviour is inappropriate.

On occasions, the committee will set up a safety sub-committee to look at a specific issue, but these usually have a short time span in which to look at the issue and make recommendations to the committee, and then to the members.

Giant Model Inspector
It was pleasing to hear that Richard Symes has been appointed as a Giant Model Inspector. For those that aren't ware, if your model is between 7 – 25kg, you need to have you model check and signed off as air-worthy be a heavy Model Inspector before it can be flown.
Similarly if you plane if weighs between 25 -50 kg, you need to have the model signed off by a Giant Model Inspector.

Richard joins Kevin Dodd and Doug McIwraith as the Giant Model Inspectors in our club, and I congratulate Richard for achieving this and for again donating his efforts to the club and the sport.

Orange Mesh on Eastern side of field
50 meters of orange mesh has recently been installed on the eastern side of the field, to make it more visible for our members to know where the filed boundary is.

Members need to be aware that the fence line (now highlighted by the orange mesh), is the LIMIT of the field, and planes should not be flown past this point.

2011 Nationals in Queensland - Dalby
Queensland has won the right to host the 2011 Nationals, at Dalby.

Congratulations to the MAAQ Committee for putting up their hand and getting the event for Queensland.

Good Flying
Peter Stevenson

From the Secretary

TMAC Memorabilia.
Gregor Kruberg has kindly designed a new club shirt, as a follow on from the commemorative shirts of last year. The new Polo's will be white with dark blue side panels, black and white chequered collar and sleeves, and will feature the club logo on the left breast only. Some wag suggested that the dark side panels will allow members to wipe their dirty hands on the side panels without looking too dishevelled. Welcome to the multifunction shirt!

An order form will appear in the next couple of editions of the Transmitter, and the club will also purchase a small stock in common sizes for ongoing purchases.

Water Usage
The water problem has been resolved. It was a cracked union between the toilets and the Helipad area. This is currently fenced off until it dries out and has settled. Thanks to our own Col Jones for bring his considerable professional plumbing skills to bear, in-

cluding a back hoe to get to the problem.

Safety
Safety is an ongoing issue at TMAC, and something we are all responsible for. A significant number of club by-laws speak to safety. In general, TMAC is about all members receiving value for their membership, which includes the safe operation of model aircraft at our facility.

To highlight that we are all responsible for safety, the committee has drafted some statements to remind members of our shared approach to keeping everyone safe, which will appear in the Transmitter, and on signage at the field:

- ***We are committed to each other's safety.***
- ***We highlight poor safety practices to others.***
- ***We work together to keep everyone safe.***

When we say "We are committed to each other's safety", we mean:
- I take responsibility and accept accountability for safety.
- I go the extra mile to allow members to operate safely.
- I always provide possible solutions when presented with a safety problem.

When we say "We highlight poor safety practices to others", we mean:
- I highlight poor safety practices, not criticise the individual.
- I keep disruptive emotions and impulses in check when my behaviour is highlighted by another member.
- I am aware of my strengths and weaknesses when operating an aircraft safely.

When we say "We work together to keep everyone safe", we mean:
- I see safety issues as a challenge rather than a barrier.
- I actively participate in club safety initiatives.
- I volunteer when something needs to be done that is within my capability of completing.

Special Resolution to Change Rule 28
You may have wondered what happened to the special resolution to change the way we pay for field maintenance requirements. The committee has been looking at current club records, and formed the view that it may not have the current registered set of club rules. On this basis the special resolution has been deferred.

TMAC has requested a copy of the set of registered club rules from the Office of Fair Trading. Once these are to hand, the Committee will review them against the records and put another Special Motion to the membership to make any changes to bring them up to date.

Once the changes are voted on at a club General Meeting, the revised rules will be registered with the Office of Fair Trading. Watch this space.

Radio Interference.
I have received some reports in the last couple of months from members experiencing radio interference, both on 36MHz and 2.4GHz. We appear to get these reports every few years, and then we get nothing. I have included an article in this issue discussing this topic and some actions members and the club can take.

TMAC Toilet Block.
We have had some reports of adults loitering around the toilet block in the late afternoon, especially on Fridays. The club is writing to the local Police requesting that the club facility be included on their patrols to discourage such activity.

If you notice any suspicious activity, please let us know.

Bungee Equipment for Electric Launch.
Ray Perrin is coordinating the installation of two permanent blocks to anchor bungee equipment for launching electric models. They will be flush with the ground to allow mowing, and positioned off the strip parallel to the pilot's position and approx 75 metres from the pilot's position.

The intention is to allow the release to be adjacent to the pilot's position so that other pilots can be aware of a launch.
Safe flying everyone,
Phil Gartshore.

Successful Working Bee

Saturday 13th June saw one of the most successful working bees for a long time. We were able to do so much in a short time due a good response from members. Just about all the work needed to be completed on the day was done in a little over an hour. The good attendance was a great improvement from previous working bees and is encouraging to say the least. We hope that is the new trend. Please give an hour of your time at least once or twice a year to the club.

A record of thanks goes to the following plus a few more that escaped recording due the frantic activity of the morning with the need to keeping up the tools and fuel etc. to the keen helpers.

David Faulkner, Richard Symes, Rob Gow, Pete Biddle, Phil Gartshore, Glenn Crossley, Dave Walker, Dave Sipos, Steve Kemp, Jim Viles, Mick Pawelski, Ian Murray and Frank Merriday.

Thanks to all others who helped so willingly

Gregor Kruberg

Dealing with Safety Issues

As we continue the focus on safety, Club Secretary Phil Gartshore looks at the processes that TMAC has in place to respond to safety issues.

Safety is an ongoing issue at TMAC, and something we are all responsible for. A significant number of club by-laws speak to safety. In general, TMAC is about all members receiving value for their membership, which includes the safe operation of model aircraft at our facility.

Safety breaches are dealt with by the committee by enforcing the club rules, operational by- laws, and Civil Aviation Rules Part 101. The Operational by-laws are published on the club web site, and a summary is displayed on the notice board at the field.

Informal complaints (members speaking to a committee member) will usually be dealt with on an informal basis. The member will be spoken to about the complaint, and any changes in behaviour required. The committee periodically considers complaints and any need for additional by-laws to deal with unsafe practices not already covered.

A formal complaint, that is one which is documented in writing with at least one additional witness, is dealt with under the club rules. Unfortunately, the committee has had consider one such complaint already this year.

The rules require that a member, who has had a formal complaint lodged against them, shall be given a full and fair opportunity of presenting a case. This is generally in the form of a letter from the club requesting the member to provide a written account of the incident including:

1. The member's account of the events, which are alleged to have occurred;
2. Statements from any witnesses present who can verify the member's version of events;
3. Any relevant supporting material, including but not limited to a drawing of the field indicating where the events occurred;
4. Any mitigating circumstances related to the events; and,
5. If true, the steps the member will take to ensure this will not happen again.

A response is required within a reasonable time, usually, 7 days from the date of the letter. The committee then considers the case and any actions which are required. Actions can range from censuring the member to termination of membership. A person, whose membership has been terminated, shall have no right of appeal against the decision of the Association. The club secretary maintains a register of all incidents and formal complaints, and repeated breaches can incur harsher penalties.

The club's aim is for all members to be able to enjoy the sport safely at all times. It is important that members exercise common sense, as well as abiding by the operational by-laws and legislation. The lack of a by-law covering a particular circumstance does not mean that members can abdicate responsibility for acting safely.

The club deems it to be self evident that all members are responsible for safety all the time. We have an obligation to be our brother's keeper, and we must accept advice about safety in the spirit that another member is concerned that we may be inadvertently endangering our self or other members.

Go out and have fun safely!

Sunday 19th July is Unusual Model Day

Got something unusual ,wacky or just plain weird. Bring it along on Sunday 19th July to the TMAC Unusual Model Day. About the only rule that applies is that it must fly (under radio control) for a minimum of 10 seconds.

Lots of fun and unusual moments guaranteed.

2009 Queensland Scale Fest

June 20th and 21st saw the running of the 2009 Queensland Scale Fest held at TMAC.

There were a total of 29 entries, coming from Queensland clubs as well as several from interstate. Entries were received from Toowoomba, Brisbane, Canberra, Sydney, and Coffs Harbour which truly made it a interstate event.

The format was kept simple with the only two requirements, a scale aircraft, and a desire to fly it like the original. Pilots were able to fly a maximum of 3 flights all judged by a panel of flight judges. At the completion of the flights the pilot was able to drop their lowest score with the two remaining multiplied by a K factor of 15 and divided by 2, to give a means average.

The judges were looking for a scale takeoff, scale realism in the way the aircraft was flown and a corresponding scale landing. Maximum points awarded was thirty.

The diversity of aircraft at this event was a feature, with both military and non military, WW1, WW11, pre and post war era. The quality of flying was excellent with pilots really put their aircraft through their paces. The weather did not play it's part, but undeterred the pilots did and fine job.

Several of our members featured in the results:

Judges Choice
Keith Hayman (TMAC) Victor Air Tourer

Pilots Choice
Ray Ogle (Sydney) Heinkel 51

Over 90"
1. Luke Cullen (Toowoomba) Extra 300
2. Greg Kruberg (TMAC) Cessna
3. Lionel Weeks (TMAC) Stearman

70"-90"
1. Adrian Hellwig (TMAC) BE2c
2. Col Clark (LARCS) L4
3. Glen Crossley (TMAC) Cessna

Under 70"
1. Anthony Ogle (Sydney) Fokker Triplane
2. Tom Pana (Canberra) Extra 300
3. Paul Clapcott (TMAC) Extra 300

The event this year saw a number of sponsors reach into their pockets to support the club. In no particular order:

- Aaron O'Neill from Hobby Headquarters donated a beautiful Siato 125 and show bags.
- Anthony Ogle from Austar Models a number of lovely electric kits.
- Marshall from RC Warehouse donated a flight box and kit for use in the raffle
- Chris, Bruce & Ann from Budget Hobbies an excellent ARF Hawk kit.
- Ian Howard from Desert Aircraft donated a range of clothing apparel as well as a gift voucher for the Scale award.

This event also saw the running of the Tingalpa Model Aero Club's most prestigious scale event, the Corporal Peter Cutler Memorial Scale Day.

This event was judged on static scores which were amassed with scale fidelity, scale appearance, craftsmanship and presentation. There were five aircraft entered, all of which were worthy winners.

However on the day, there can only be one winner, and this year's winner was a man whose scale prowess is unquestioned, Adrian Hellwig with his immaculate BE2c.

Of course no event could run without the myriad of persons who contribute tirelessly behind the scenes.

David Walker did a superlative job with the strip preparation as well as manning the BBQ. Ron was a willing helper, cooking up a storm on both days.

A special thanks has to go to Col Jones who spent a considerable period of time making the hot showers at the field operational, thus allowing us now to offer full camping facilities to our guests.

Finally I would like to thank the participants, without whose support, the event could not happen.

Richard Symes
Contest Director
Queensland Scale Fest

60

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Royal Aircraft Factory BE2c

by Adrian Hellwig

Since my 'Mac Truck with wings' – people are so unkind – first appeared down at the field a number of people have asked me to tell them about both the real aircraft and the model.

History

The Royal Aircraft Factory BE2 was designed by Geoffrey De Havilland and therefore comes from the same stable as DeHavilland Tiger Moth Comet, Mosquito *et al*.

In 1912 the Bleriot Experimental 2 earned the highest mark in the Aircraft trials at Larkhill in Britain but was not allowed to win as it was a Government Aircraft. Despite this it broke the British altitude record and set new standards in reliability and distance flight. By the advent of the First World War in 1914 Be 2a's and BE 2b's were frontline aircraft and the first British aircraft to reach France. Although extremely stable, and therefore excellent for the reconnaissance role for which they were designed, the not overly manoeuvrable BE's soon began to suffer under the guns of the new Scout (fighter) aircraft beginning to appear in 1915. Although much maligned the BE's soldiered on in various marks (a-h) for almost the entire war – unfortunately the same could not be said for her crews and casualty rates were high. My model represents a BE2c, an aircraft that flew in Egypt with 13 & 14 Sqns RFC/RAF (the Royal Flying Corps became the Royal Air Force on April 1st 1918).

The Model

The model is based on the K&W ARF from the Philippines purchased through http://www.vintage-aerodrome.com/index.htm . It's an excellent starting point for those who want a detailed scale model but don't have the time or experience to do it all themselves. If you like you could just add an engine and radio gear and fly it as it comes! I chose to up the scale detail added more true to scale wheels, struts, gun, bomb, pilots, cockpit detail, and of course those working scale exhausts. Although it took quite a bit of time to do all that the overall effect is certainly worth it. Where ever I take the BE it always attracts comment (most recently at the LACS OS day it was the plane chosen by the photographer to put in the local paper) and I must say though challenging it is a plane I enjoy flying. With the pricing and quality improvement of ARF's these days I can see a lot more "scale enhanced" ARF's making an appearance down at the field.

Radio Interference Reports

We have had some recent reports of radio interference. This appears to have of occurred predominantly in the north east quadrant of the field and over a period of a couple of weeks. In addition, the issues have occurred on both 36MHz and 2.4GHz. One such incident resulted in an aircraft crashing onto the roof of a building in Graystone Street.

Your club Secretary has been a member of TMAC since 1972, and has observed periodic clusters where members have issues that are attributed to radio interference. Then we get nothing. The mobile phone tower on Graystone Street has been blamed at times; however aircraft within the normal circuit are no closer than half a kilometre from it.

Incidents can occur for a number of reasons including mechanical failure, faulty switches, loss of orientation by the pilot, incorrect receiver installation causing loss of signal, low voltage to the receiver, another member inadvertently switching on to the same 36Mhz frequency, and of course it goes on. The point is that there are a number of issues which cause "radio interference like" behaviour of aircraft.

One recurring theme relating to the north east quadrant at this time of year is that the sun moves to the north causing models to silhouette against the sky. Any distraction can cause disorientation, and the ability for the pilot to recover when the aircraft is in silhouette is reduced. It doesn't take long for a model at full throttle to crash in this scenario. I have lost orientation whilst performing axial rolls; and the model went from the blue stuff to the green stuff in an astonishingly short time.

Area of risk on winter mornings.

It has been suggested that the club contact the Australian Communications and Media Authority (ACMA) and request that they come and monitor the bands for interference. This has been done, and ACMA requires that as part of any request, the equipment of any complainant has been certified by a radio technician. The request should include a spectrum plot showing the interference. All of this would require club or member expense. We would need to be sustaining continual interference problems to justify this, and at the moment this is not the case.

So what can we do to determine the presence of interference?

In the 36MHz band, the club has a scanner which is available to members. Please contact Dave Walker about using the scanner.

In the 2.4GHz band, I have had discussions with the MAAA, and have been advised that because the 2.4GHz band is 83.5MHz wide, it would take very specialised equipment to interrupt the band. All 2.4GHz RC equipment uses a unique identifier to label data packets, and receivers ignore any data from other transmitters. The effect is more to slow the data rate and hence the responsiveness than to cause a loss of control. Having said that, coexistence with other approved 2.4GHz equipment may be an issue, given that there is no requirement for RC manufacturers to regression test their equipment against other brands. If you own Spektrum equipment, there is a Flight Log device available for approximately $60 which records individual antenna fades, frame losses, fail-safes (holds), and receiver battery performance. This is useful to establishing that you have your radio correctly installed, and that you are not experiencing poor reception. Check for compatibility with your receiver. Finally, be aware that if the receiver battery voltage is dragged down sufficiently, a 2.4GHz receiver will effectively "reboot", taking up to 4 seconds to re-establish the link; the same as for normal received switch on. This is a long time to watch a model fly out of your control. A binding control surface or stalled servo can easily cause this. There are some recommendations about that this equipment only be used with 6 Volt flight packs to mitigate against low voltage problems.

Finally, the two biggest plane killers are battery packs failing and switches failing. The best way to overcome this is to use two flight packs and two switches plugged into separate ports on the receiver, thus removing the single point of failure. Also remember to perform regular preventative maintenance and inspections of your equipment, plus a range check every time you come to the field.
Hope this gives everyone some food for thought.

Safe flying everyone.

13th Annual Scale Rally Coffs Harbour.
15th - 16th August 2009
Banana Coast Radio Control Flyers at BRCF Field 15km north of Coffs Harbour.

Many different categories covering military, civilian, electric and ARF
Contact Martin Cochrane—02 66582364 or 0423 691 150 or mwc.scale@bigpond.com

Fun Fly Day—17th May

Following on from last years success Ron and Kevin Dobbie organised us another day of fun flying.
The intention being that everybody, despite their skill level and type of model could participate in some way. A couple of special demonstrations were also organised.

First up was the balloon bursting. Not as easy as it looks. This year the balloons were attached to the top of star pickets to keep them above the ground at least. Now, not only did you need to hit the balloon but also miss the star picket. I think I managed to scare the paint off one of them.

Next up was the spot landing. Some interesting tactics were seen here from low and slow to greasing it on.

The speed radar made another appearance and I'm sure a number of pilots were surprised at the speed they were doing.

Then came a special treat. Ron had managed to get Chris Brislin to give us a demonstration of how 3D flying is really done. Considering Chris is only 17 and a world class flyer this was an amazing demonstration. You can see a video of Chris in action at TMAC at the following website http://www.rcgroups.com/forums/showthread.php?t=1051140.

OK on to the limbo flying. The problem last year was that the string kept breaking in the wind. Ron had a solution, if a thin bit of string is no good try a bit of thick rope instead. No breakages of the limbo rope were recorded this year. It did however make you pay attention to how low you were flying. I seem to recall one plane hitting the rope exactly on the spinner, now that's accurate flying.

Finally a demonstration of virtual flying or fly by goggles. With a camera mounted on the aeroplane and suitable data downlinks in place we saw a model being flown without the need to actually see the model. The on board camera provides a pilots' eye view back to the operator on the ground and the model is then flown in the normal manner but relying solely on the view from the camera. The camera is linked to the operators goggles so when he moves his head the camera follows.

Again thanks to our sponsors Budget Hobbies and Moreton Bay Air Conditioning.

Management Committee Nominations

I ..... being a financial member, eligible to hold office in accordance with TMAC Rules and By-laws, hereby accept nomination for the position of ……..... and am willing to act in that office if elected.

..... …….. (Nominee)

..... (Proposer)

..... (Proposer)

Note1: Nominees must be proposed by two members who are eligible to vote in accordance with the Rules.

Note 2: Nominations to be submitted to the Secretary prior to the Annual General Meeting.

Life Members' Trophy Nomination

I ..... hereby nominate Club member ..... as a candidate for the (year) Life Members' Trophy for the following reason(s):-

Signed .....

Note: Nominations to be submitted to the Secretary by:-**1st August 2009**

In 1903
With a short dash down the runway, the machine lifted into the air and was flying. It was only a flight of twelve seconds, and it was uncertain, wavy, creeping sort of flight at best; but it was a real flight at last and not a glide.
Orville Wright, first flight of a heavier-than-air aircraft

In 1964
Pilot Jack Waddell eased throttles forward; Co-Pilot Brian Wygle called out speeds as a gentle giant of the air began to move; Flight Engineer Jess Wallick kept eyes glues to the gauges. The Boeing Model 747 Superjet gathered speed. The nose lifted. After 4,300 ft — less than half the 9,000 ft runway — main gear of the plane left the concrete. At 11:34 a.m., with a speed of 164 miles an hour, quietly and almost serenely, the age of spacious jets began.
— Boeing Magazine, first flight of the B-747.

If undeliverable, please return to:

The Secretary,
Tingalpa Model Aero Club Inc
PO Box 2108
Tingalpa QLD 4173

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POSTAGE PAID AUSTRALIA

Upcoming Events at TMAC

Monday 6th July	Meeting	Club General Meeting
Sunday 19th July	Event	Unusual Model Day
Monday 3rd August	Meeting	Club General Meeting
Monday 7th Sept	Meeting	Annual General Meeting & Club General meeting
Sunday 13th Sept	Event	New Committee Welcome BBQ
Sunday 20th Sept	Event	Helicopter Day

NOTE: For events the field may be closed to general flying.

Next TMAC event is the Unusual Model Day.