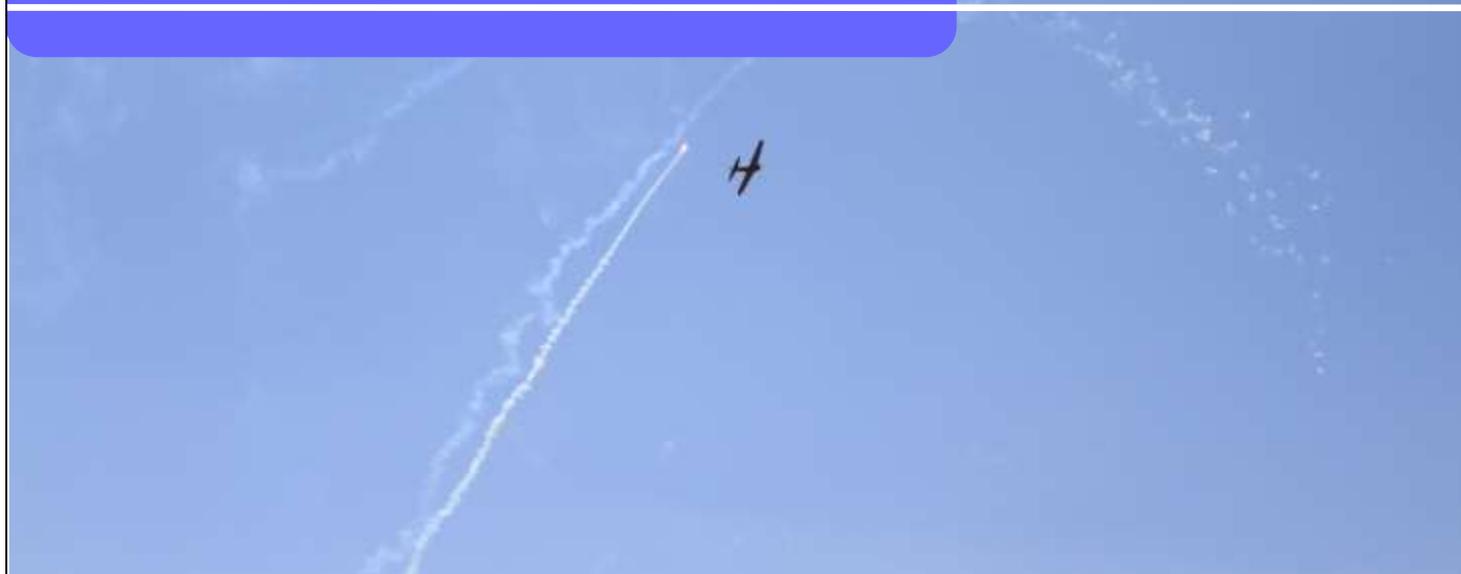


June 2015

Tingalpa Model Aero Club

Tingalpa Transmitter



Tingalpa Model Aero Club Inc., Porter Field, Stanton Road West, Tingalpa QLD 4173

Management Committee

President

Mike Ross 0411 386 386 president@tmac.asn.au

Secretary

Peter Williams 0420 973 143
TMAC Secretary
PO Box 2108, Tingalpa QLD 4173
secretary@tmac.asn.au

Treasurer

Peter Williams 0420 973 143 treasurer@tmac.asn.au

Registrar

Randall Mowlam 0414 312 586 registrar@tmac.asn.au

WebAdmin

Randall Mowlam / Anthony Griffiths WebAdmin@tmac.asn.au

Newsletter Editor

Dave Stewart Editor@tmac.asn.au

Photo Editor – Newsletter / Website

Dave Stewart Photos@tmac.asn.au

Committee Members

David Walker
Dennis Greenfield

TMAC Life Members

Kevin Dodd, Noel Wilson, Will Sipma

TMAC Life Member's Trophy

Pat Wilson

Commercial Flight Instructors

Noel Stewart 0412 525 127

Will Sipma 0409 852 694

Heavy Model Inspectors (FW25)

Ian Howard
Phil Collins
Noel Stewart

Heavy & Giant Model Inspectors (FW25 / FW50)

Kevin Dodd, Richard Symes, Tyson Dodd

MAAA Instructors

Fixed and Rotary - Dennis Greenfield

Fixed - Dave Morrison, John Knox, Randall Mowlam,
George McKenzie, Aaron O'Neil, Nicholas Leahy

Secretary's Report: Peter Williams

Hi all,

Since our last publication a few things have taken place that I thought you would have an interest in knowing about.

1. The CCTV project is moving forward and the focus is now on the Brisbane City Council undertaking all the work, and then they get one sign-off after installation with TMAC then knowing that the system has been inspected and signed off as being fully functional.
2. The application for the renewal of the lease is being prepared and will be lodged with the Brisbane City Council in the near future.
3. The Committee is working towards putting in place upgrades to the heli area to provide for a concrete slab and roof for those members who fly helis.
4. Anthony Griffiths is attending to updating the web site for TMAC and the system is presently in testing mode before both he and Randall sign off on it to go live.
5. Investigations are being undertaken to extend the concrete slab in the pits area and quotes are being obtained for those works.
6. Glen Crossley has been doing a superb job of maintaining our hustler mower as it has had a few issues.
7. Pat Wilson and team of volunteers have been doing a great job with the grounds with mowing and other works [weather permitting].
8. Pat and Lyn Wilson [Canteen Managers] are looking for any help that members can provide especially on event days. Please come forward and help out. You may have to listen to Pat's jokes though – and that is a burden we all carry 😊
9. At the last Club meeting held on 23.5.15, the members voted that the tagging of all transmitter used at the club is imperative and that any member who does not have his transmitter properly tagged with a current financial tag, will be required to cease flying until that person complies.
10. The Annual General Meeting is being held on 5 September 2015 at TMAC at 11.00am and the nomination forms for the management committee are being published in this edition and also on the TMAC web site.

11. Photo subcommittee: Dave Stewart has accepted, as a committee member, the position of chair of the photo subcommittee. Dave is organising his team so that they are able to check through all the photos that are to be published at TMAC. If you have any photos that you consider should be included then please send them to photos@tmac.asn.au
12. At the recent Committee meeting held on 21.5.15, the committee determined that TMAC should recognise the efforts and help that a number of our members have given that stands out above all others. The committee determined that the following persons should, in appreciation of their volunteer services and benefits provided to members, have their TMAC membership fees waived:
 - a. Randall Mowlam
 - b. Dave Walker
 - c. Glenn Crosley
 - d. Pat & Lyn Wilson
 - e. Will Sipma.

These members will still need to meet the cost of the insurance and other fees payable to MAAA and MAAQ.

13. Norfolk Island Trip – The Alan Danvers Challenge – Do not forget to contact either Will Sipma or Randall Mowlam if you have an interest in being involved.
14. The end of financial year is fast approaching and the new memberships are effective as of 1 July 2015. So if you have overlooked renewing your membership, please contact Randall Mowlam on registrar@tmac.asn.au Otherwise, you can find the new application form on the web site, you can then download it, pay your fees via EFT [DO NOT FORGET TO PUT YOUR MEMBERSHIP NUMBER & FIRST THREE LETTERS OF YOUR SURNAME IN THE REFERENCE FIELD] and then send the application form to registrar@tmac.asn.au.

That is all from me for now.

I will report further when the lease has been renewed and the CCTV project is finalised.

Regards

Peter M Williams

(Secretary / Treasurer TMAC)

Turbine Day

The second event of 2015 was a huge success with both attendance & a fine day after recent wet weather across the whole state.

Congratulations must go to Tyson Dodd for such a successful day with the great field preparation by Dave Walker.

Interstate guest Ken Mollison was on hand to help all any turbine question, even brought along a trophy for our own Chris Paterson from recent interstate jet meet which attended.

Special thanks to all MAAA guests for supporting another Turbine Day at TMAC, please remember to keep the calendar clear for next year.

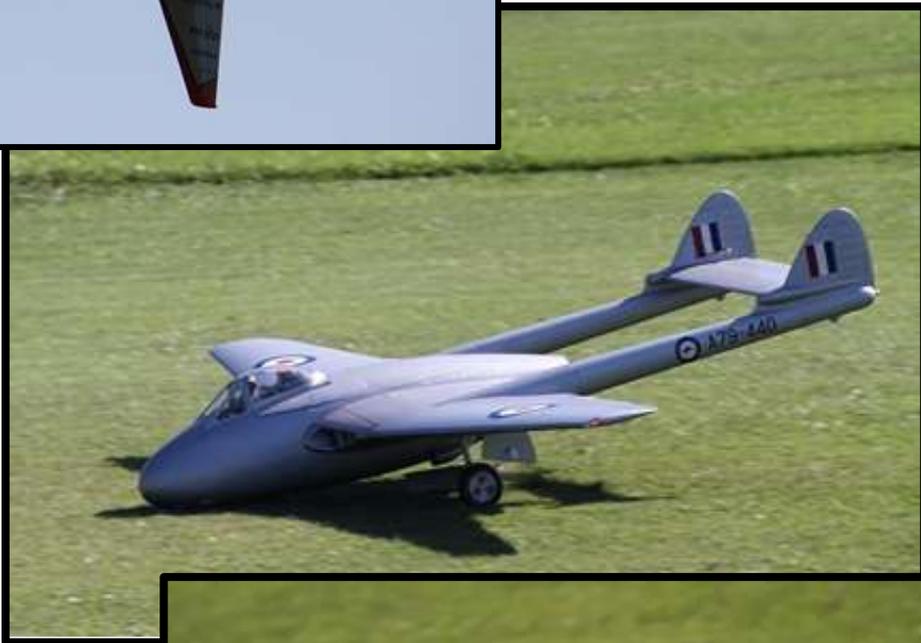
The fantastic collection of jets was enjoyed by all who attended with the sky full of scale war birds through to modern sport models.

To all members & guests who attended the day, thank you for attending the second event of 2015, we look forward to seeing you again at the next event, 28th June 2015 for the Scale Day.

Special thanks to Pat & Lyn Wilson & all the TMAC members who helped with the BBQ, to bring out the best in yet another great event at Porter Field.



Turbine Day...cont.



Used Batteries

There is obviously a high usage of batteries in R/C aero modelling and eventually all batteries come to the end of their useful life. Disposal of "dead" batteries has to be undertaken with consideration to the environment, as they are classified as "Hazardous Waste". As Brisbane City Council accepts batteries at their recycling centres, would members consider a battery deposit facility at the field that would be cleared out regularly, of advantage to them?

Your feedback would be appreciated.

Eastern Shaded Pre-flight Area

The new shade shelter has been completed and is fulfilling its function well. It won't improve your flying, your coffee will be cold by the time you walk back from the kitchen, but you won't get sunburnt. This expansion allows us to accommodate a greater number of aircraft at our major events also. Thank you to everyone involved in its development and construction.



Schools visit to TMAC

On **Wednesday 8 July**, Outside School Care students from two of our local schools St Peter's and St Paul's have arranged to visit Porter Field to watch some of the general flying from 9 a.m. onwards on that day.

We are asking for any members who normally fly on weekdays to try and be present on that date to provide an impressive exhibition of model aircraft flying.

Your effort will be most appreciated and hopefully interest some students in becoming future TMAC members.

Entry Boom Gate Flash

For any members who are unaware, the red flashing light on the boom gate indicates that the canteen door is open, and it has been installed to ensure that when the boom gate is being locked at the end of the day, there is a warning to whoever is closing up that the canteen has not been secured.

So if you are the last person to leave the field, and the red light is flashing, please return to the canteen and ensure that items that are normally stored within the canteen are placed inside and that the door then is securely locked.

As a backup reminder, an audio warning will screech loudly should you try and lower the boom while the red light is still flashing. So if the red light is flashing, can you please check and lock the canteen door before padlocking the boom gate. Your co-operation is greatly appreciated.

Noticeboard

Members are welcome to use the noticeboard to advertise items for sale or swap. It's always a good idea to include a clear photograph and description, and if possible produce something A4 sized from your computer so it's easy for everyone to read. Notices will be updated and/or shuffled if they start to overlap, or pass their use by date. Remember to take down your ads when the items are no longer available.

Remember to

“FLY HIGH TO SURVIVE; SAY NO TO FLYING SLOW;

THE WIND IS MY FRIEND; IT GIVES ME LIFT AND TAKES ME HOME.”

Superstitions and Broken Birds

Photos are always a nice thing to share. Send in your pics!

In the past there seems to be a special unwritten law where pictures of crashed aeroplanes never appear in our mag. There might be superstition at play? Of killing the albatross, or renaming a boat or ship, breaking a mirror, black cat crossing, seeing the bride (or worse the mother in law) before the wedding, wearing a hat inside etc. all believed to bring bad luck.

I find crashing an aeroplane to bits all over the damn place is like standing on one's pet canary. It actually really hurts, emotionally I mean, not the bones. Then in full view of a million eyes I feel as embarrassed as I go out to my bird, and scrape up the mess in front of the gallery, what a pain. Maybe also the thought of the lost effort of building it and the forthcoming drama to bring another on line, combined with the financial disaster, it's all bad. That last one was number 19.

But then while I am digging away pulling out bits, I remind myself again that Wonder Woman just had a birthday, and is only two years younger than me now, and my happiness is returning. Feeling better already from that fantasy, the concern of great mates and inevitable investigation, returns me to the fabulous reality of this great sport.

I'm in a dilemma now; what if my canary had only injured itself? Like say, had its legs or wings ripped off, or its head is still up in the fork of a tree? Is that appropriate for publication? Could be bad luck here, still.

Sometimes you get a lot of practice at it, so each time it doesn't hurt as much as before. Maybe that's the cure? Yes. So into the body bag, leave it for a week, and then move on.

Any good photos of your birds with or without scratches or interesting stories will be considered, please just send them to editor@tmac.asn.au.

WEBSITE NEWS UPDATE: Our new TMAC website is expected to be completed sometime after August 2015. Thanks to Anthony Griffiths and Randall Mowlam. At the committee meeting on 18th June, Anthony fired up his prototype and gave us an impressive demonstration - user friendly, easier maintenance options and technologically advanced! More updates next newsletter.

Fly Safe – Arm/Disarm Tables

THE ELECTRIC MEN AND WOMEN, FLY SAFE:

The electric aircraft Arm / Disarm tables are doing their job well. Members are seen by their mates to be doing the right thing and almost every aircraft is being controlled safely. Please ensure you keep the aircraft RESTRAINED whilst working that battery, the U brackets provided are for this. Please use them. If not possible, then provide your kit with some quality rope and restrain the tail as in the pits. Do not arm in the pits to check control surfaces, including transmitter check. Do it all on the electric tables. “Restrain the model and segregate yourself from the prop.”

To my disappointment, I quietly discussed an issue with a young member adjusting a live aeroplane in the pits with a younger one drawn into it. There are no shortcuts, please always make the effort.

Some visitors are noted to be arm/disarming in the pits area. If you sign in a visitor please discuss our safety requirements with them, and in any case, the watchful eye of general membership should politely point out how to do it. Never bring your plane near the pits if it is armed, keep out.

Safety is always first in industry, so at the field, please keep that propeller away from all body parts and keep the battery between the prop and yourself. Arm/ disarm the plane from behind the prop, not alongside, and certainly not from the front. Develop your safe routine and stick to it each time.

Crossing our arms and legs, we have not had an accident since this program was initiated, so please don't slacken off, don't talk, don't rush, think it out, control the hazard, and keep up the good work.

Membership ID Tags on Transmitters

The existing RED IDENTIFICATION TAGS are to be reused in the new financial year, to identify financial members who have paid their Club dues and Insurance (FINANCIAL MEMBER). A yellow sticker is provided when you are financial, to stick onto this existing tag.

Persons entering our complex that are not financial or outsiders altogether, can be quickly identified by general membership by the obvious absence of the tag with sticker on the transmitter and approached.

It was voted by the general membership at the General Meeting 23 May, 2015, that the red identification tags be ATTACHED TO TRANSMITTERS ONLY. No other place is acceptable. Please refer to notification on website, and make any suitable adjustments. Any issues with existing tags please refer to Registrar at field. (Mostly weekends).



The Dawn Patrol

SUNDAY 16 AUGUST 2015

With Adrian Hellwig. 8 am - 2 pm



Many of us fly a number of styles of aircraft, and the earliest types are no exception. Since the French Mongolfier hot air balloons accelerated many years of endeavour, especially after flying a horse over Paris. The Wright brothers were the first to provide aeroplane flight with a suitable engine, one that was made from motor cycle parts and technology of the era. The use of aircraft in WW1 was quickly accepted and the rush for superior plane and engine development has been going on ever since, even up to present days.

The Dawn Patrol event provides an opportunity for those members interested in early technology to fly their aircraft all together at one special meet. Each type contains a fabulous history of the struggles to gain ascendancy of the air which then enabled all types of activity to change on the ground. Starting with stones, petrol bombs, metal darts, cables with grappling hooks, pistols and rifles, even cannons for busting steam trains, rockets, hand grenades, hand held bombs. They sucked on liquid oxygen bottles through rubber hoses, smeared their faces in chicken fat, breathed in the castor oil that went right through their bodies, developed the bombsite, heated flight suits, the parachute, and signalled with Aldiss lights in Morse code and later carried Morse transmitters. Even had fuel injection engines. The list of spectacular aircraft, armament and engine development is almost endless. Although the first were rather slow, later many flew over 100 miles per hour. They didn't flop around, nor did their engines run like T Model Fords as is perceived, in combat everything was flat out. On the internet, real film of a 3 x engine Italian Caproni Bomber (CA35) can be seen pushing a real tight turn at full stick with its 75 foot (23 metre) wingspan totally vertical, at a weight of 5,000 pounds (2,300 kilograms).

The recorded stories of their experiences on the struggle for world peace are fascinating to say the least. The battle was in earnest, at times with a life expectancy of 7 days, and wearing out a silk scarf every 6 weeks to keep from a bullet in the back. All respectfully remembered.

We can relive these thoughts by flying smaller replicas of the real machines, which perform aerodynamically just the same and enjoy the thrill. August 16th, with Adrian Hellwig is ShowTime, a once a year event with an 8 a.m. start. Gentle wind is the key so be there early before it rises to nasty. Bring your squadron, get it on. ...*Dave Stewart*

Calendar of Events

What's coming up?

SATURDAY, June 27	WORKING BEE	Prep field for event in general.
SATURDAY NIGHT, June 27	NIGHT FLY	Pat Wilson
SUNDAY June 28	SCALE DAY AND PETER CUTLER TROPHY	Brian Fooks. 8. AM. / 2 PM.
SATURDAY July 4	WORKING BEE	General trims and cleans.
SATURDAY July 4	CLUB GENERAL MEETING	11 A.M. /12.15 Plus extra by vote.
SUNDAY July 5	Q.M.A.A. ELECTRIC PYLON DAY	Joe Luxford., 8A.M. / 2P.M.
SATURDAY August 1	CLUB GENERAL MEETING	11A.M./12.15 Plus extra time by vote.
SATURDAY AUGUST 15	WORKING BEE	Prep field for event in general.
SUNDAY AUGUST 16	DAWN PATROL	Adrian Hellwig. . 8 A.M. /2 P.M.
SATURDAY SEPTEMBER 5	CLUB ANNUAL GENERAL MEETING	11A.M./12.15. Plus extra time by vote.

Scale Day and the Peter Cutler Trophy

Sunday, 28th June 2015 Members have been discussing their entries for weeks with this event, so hopefully there will be a good turn out as always. Brian Fooks is the convenor for this event day; he has selected a great team to help him on the day. Some prizes are on offer for this event, so bring a plane, register and give it a go.

Thanks to our sponsors Budget Hobbies. Let's hope the winter wind will be gentle for an enjoyable day. Pat and Lyn will have the kitchen rocking from 7.30 am for breakfast through to lunch with plenty on offer.

Awards: *Sponsor's Best Junior Pilot & Pilots' Choice*

Pilot's registration from 7:45am. Pilots briefing 8:30 am.

MAAA Licence and overweight certificates required.

TINGALPA MODEL AERO CLUB Inc.

MANAGEMENT COMMITTEE NOMINATION FORM

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

..... (Nominee)

..... (Proposer)

..... (Seconder)

Note: - Nominees must be proposed and seconded by two members who are eligible to vote in accordance with the rules. All nomination forms to be submitted to the Secretary no later than 0700pm on 22nd August, 2015.

TINGALPA MODEL AERO CLUB Inc.

LIFE MEMBERS' TROPHY NOMINATION

I.....hereby nominate Club member

.....

as a candidate for the 2015 Life Members' Trophy for the following reason(s).

Signed:

Note: - Nominations to be submitted to the Secretary by 4th August, 2015.



Queensland Consolidated Acts

[\[Index\]](#) [\[Table\]](#) [\[Search\]](#) [\[Search this Act\]](#) [\[Notes\]](#) [\[Noteup\]](#) [\[Previous\]](#) [\[Next\]](#) [\[Download\]](#) [\[Help\]](#)

ASSOCIATIONS INCORPORATION ACT 1981 - SECT 61A

61A Eligibility for election to a management committee

(1) A person is not eligible to be elected as a member of an incorporated association's management committee if—

(a) the person has been convicted—

(i) on indictment; or

(ii) summarily and sentenced to imprisonment, other than in default of payment of a fine; and

(b) the rehabilitation period in relation to the conviction has not expired.

(1A) Also, a person is not eligible to be elected as a member of an incorporated association's management committee if—

(a) under the [Bankruptcy Act 1966](#) (Cwlth) or the law of an external territory or another country, the person is an undischarged bankrupt; or

(b) the person has executed a deed of arrangement under the [Bankruptcy Act 1966](#) (Cwlth), part X or a corresponding law of an external territory or another country and the terms of the deed have not been fully complied with; or

(c) the person's creditors have accepted a composition under the [Bankruptcy Act 1966](#) (Cwlth), part X or a corresponding law of an external territory or another country and a final payment has not been made under the composition.

(2) In this section—

rehabilitation period has the meaning given in the [Criminal Law \(Rehabilitation of Offenders\) Act 1986](#).

[\[Index\]](#) [\[Table\]](#) [\[Search\]](#) [\[Search this Act\]](#) [\[Notes\]](#) [\[Noteup\]](#) [\[Previous\]](#) [\[Next\]](#) [\[Download\]](#) [\[Help\]](#)

Rest In Peace, Chris

NOTIFICATION OF THE PASSING OF A PAST MEMBER

The club has just been advised that Chris Granquist 74918, a former TMAC member, passed away recently while living in the Philippines, where he had moved to be with his wife. Many members will remember Chris and his little collection of electric planes, including the Grasshopper, Piper Cub, SE 5a and the Nieuport 13, amongst others.

Being a good pilot, he would often entertain us in the high winds with his collection of aircraft. He eventually acquired an old Cessna Ag Wagon crop duster, with which he would roar down below treetops and do a spray run down low at full flaps. He even tried fitting a wine cask bladder into the plane and filling it with water, only to have it slosh out everywhere. He loved to fly it flat out until he had trouble on a turn and stacked it irreparably into the dirt.

Thank you to Chris for all the fond memories. (Chris is pictured below, wearing the hat)

Rest in Peace.



Our Sponsors

And the last word goes to our fabulous sponsors who are good enough to support our sport in their different ways, so our members and our club are able to benefit. It is appreciated if our members offer some thought of loyalty in return for their assistance.



We welcome a new sponsor, the **Tingalpa Hotel** who at this time provides us with meeting facilities and we, as the committee, enjoy the venue and regularly purchase quality meals at their fine restaurant. It even has play facilities for the children, as it is a fun family orientated establishment.

Tingalpa Print and Copy at the Twin Parks Shopping Centre on Wynnum Road are quite close to our field and have assisted the club for years with various types of print production, including hard copies of this Magazine. Thank you for your effort.



Chris, Aaron and Shannon from **Budget Hobbies** need no introduction. Their efforts in all areas including quality technical advice, product support and assistance are legendary.

Chad and Damian of **Extreme Hobby** are ready to assist you with all your model needs from the new premises at Tingalpa Central Shopping Centre, 21A/1631 Wynnum Road, Tingalpa



May I say that these businesses support our members where ever they can to provide quality products with professional service and support to members. They would appreciate our members' patronage and we all benefit from supporting our local suppliers.

Editor