

May 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

Committee Members

Noel Stewart
David Walker
Dave Stewart
Anthony Griffiths
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 Mowlem,
George McKenzie, Aaron O'Neil, Nicholas Leahy

Secretary's Report: Peter Williams

Good day to you all.

I would like to introduce myself to you as both your Secretary and Treasurer.

As a child, I was interested in model aeroplanes, and my brother and I had a control line Kittyhawk which we used to fly in the backyard. More often than not, we had to keep repairing it because we kept crashing it. We did not have access to glue or other adhesives, but Johnson Band-Aids were the available repair kit. I am not sure how we managed to fly the plane with the number of Band-Aids holding it together, but we did.

My interest in radio controlled aircraft was reignited when my youngest son Vincent was in grade 8 and he was preparing a paper on the efficiency and effectiveness of a forward pulling propeller as against a rear pushing propeller. He had been given at Christmas time the year before a radio controlled plane from Tandy. This plane had a rear pushing propeller, so we then acquired another Tandy plane with a forward pulling propeller set up.

We attended at his school grounds at Runcorn and started to fly. There were two other fellows at the grounds flying aeroplanes, and we were introduced to them.

I started off with a Cub and the only control surfaces it had was an elevator and rudder. I then progressed to a Trojan which had ailerons. The rest is now history and I am now unable to park a car in my garage at home.

I joined TMAC about three years ago and have enjoyed immensely, the interaction with members, the jokes, the ribbing, the sharing of information, ideas on how to improve or enhance our abilities or – in my case - lack of them, and the fun that we have when we are all there at the field either as an audience or a pilot.

It does not matter what your job is, your history, or your family arrangements. We are all pilots when we are at the field.

In September 2014 I was given the privilege of being voted in as Secretary for TMAC.

The members entrusted me with the responsibility of undertaking the role and I have endeavoured to undertake that role as best I can, recognising the trust and responsibility that the members have placed in my hands.

Shortly after the elections, our co-member Lee Seabrook, who had been voted in as Treasurer of TMAC, advised the committee that, due to family and work commitments, he was unable to continue in the role. I undertook the further role of Treasurer and continue that role to this day.

Since the last club election the following events have been held at our club:

- October 2014 - **Norfolk Island visit**
- November 2014 - **War Birds Day**
- December 2014 - **Hobby King event**
- December 2014 - **TMAC Christmas Party**
- March 2015 - **War Birds Day**
- April 2015 - **The Nationals**

A couple of events which are normally held have been postponed and they are as follows:

- “Have a Go” day
- “Unusual Model” day

These events will be reviewed in the Calendar of Events in the future.

Nationals

We hosted a number of events for the Nationals at our field during the period – 11 to 19 April 2015 and by all accounts, all went well.

A special thank you needs to be extended to all members who assisted and volunteered their time and energy in the running of the competition.

The field at TMAC was not open for general flying for the times that the competition was underway, and the Committee extends its thanks to the members for your patience and support.

Canteen

A very special thank you must be extended to Pat and Lyn Wilson who have been providing us with quality service, support and food from the canteen.

They have been fantastic in “being there for us”, providing meals at events including the recent Nationals between 11 April and 19 April 2015. Without them, our enjoyment of our sport would be diminished.

When next you see Pat or Lyn, please show your appreciation for the effort they go to in providing for us.

Grounds / Maintenance

We are fortunate that we have a team of dedicated members who continue to provide voluntary services and time to the maintenance, mowing and cleaning of our club and grounds.

Without them, our enjoyment of our sport just could not take place at the field.

A very special thank you must also be extended to them for their “quiet achiever” approach to what they do. Like Pat and Lyn, none of these volunteer members seek any recognition or recompense for what they do for us.

We should be extremely thankful that we have such dedicated group of men and women in our club who are prepared to be there and help, without expecting any recognition.

CCTV Project

As has been reported to the members at general meetings, we are still in the process of negotiating and discussing the CCTV project with Brisbane City Council and when we have anything further to report we shall do so.

Eastern Shade Area

The new structure commonly known as the Eastern Shade area, is now complete and is being used by the members. It was ready for the Nationals.

Again a dedicated team of volunteers, “did their thing” and made us proud.

Norfolk Island Visit – November 2015

A reminder to all members who are considering attending the Norfolk Island visit. Deposits need to be paid by the 4th of August 2015. The visit this year is in memory of our late friend and member - Alan Danvers, and is being titled “The Alan Danvers Challenge”

Anyone who is interested in undertaking this visit to Norfolk Island can contact Dave Walker, Randall Mowlam and Will Sigma for further information.

I will sign off for now wishing you all, happy flying, and most of all – we are here to have fun.

Regards

Peter M Williams

(Secretary / Treasurer)

Warbirds Day: Planes



Warbirds Day: Personalities and Prize Winners



From the Kitchenit has to be said

..... THE SAD OBSERVATION....



Last year our members and public consumed 306 litres of milk, 34 tins of coffee, 1300 tea bags, 31 kilos of sugar, and 216 toilet rolls! Costing in excess of **\$1500**. (Not including condiments, soap, meat and buns etc). It is more difficult than ever to obtain a good purchase price on quality drinks, and such drinks from the fridge now cost **\$1.50** each. It is unavoidable, as this money finances all the other products listed above. Any remaining funds are used to assist with Events etc.

Sadly though, drinks are being consumed without payment at a rate of 9 x cans per week; this represents a loss of \$700 per year, which is a sad reflection of our members. To offset this loss requires the sale of 27 cans a week to break even. These profitless transactions have to be transported by hand from the shopping cart and stacked in the fridge each week for nothing, just to offset the pilfering. How would you feel? Not a fair go. Worse even is the theft of meat and sausages from the freezer as well, and of the deep wound bandages from the first aid kit?.. What else?.. What next?

All club members will be unimpressed to read this, so those removing anything from the club without payment might need to think twice, especially if you get sprung, you'll never escape the stigma. It is a sad thing that we have some thieves in our community.

The kitchen does not offer an "Honesty Box", please rattle some change into your "Glove Box" whilst at home and pay for your drinks on opening the fridge. (\$1.50).

Please also wash and dry your cups, process your rubbish and return your chairs when leaving. Don't leave all this work for others, it needs to stop.

Clean your mess, leave the money and property alone. Kindly respect these requests - or you will eventually wear down the volunteers.

EVENT DAYS- PLEASE NOTE.

On event days it will now be necessary to charge drinks at \$2 per can, and coffee etc will also be charged. By request, members are asked to not enter the kitchen area on event days but to make all purchases through the staff at the counter. An access barricade will be in place at this time.

Please assist kitchen staff by not entering the kitchen area on event days or when being operated by the staff, and stay outside the barrier, for the reasons of respect and security.

THANKS PAT AND LYN!

On a grateful note, how fortunate we are to have Pat and Lyn tirelessly caring for and providing such a nice environment for us to enjoy our day. The majority of us understand the preparations that are made behind the scenes, and appreciate their efforts. Just fabulous. A big, big thank you from all of us. That includes Pat on the mower in the hot sun, dust and flies and all.

MORE VOLUNTEERS NEEDED

With more events approaching, volunteers to assist with the kitchen would be appreciated, to relieve the long hours.....If interested, please see Pat prior to event time.Thank you.

Let's go everyone...

Big team effort now,

give everyone a break,

....starting today!

I should not have to write like this, but the problems demand attention, and our volunteers deserve protection.....No apologies.

From the Editor. D.S.

EVENT DAYS:

Thank you for staying outside the barricade and out of the kitchen!

Propeller Accident

A lovely elderly member recently sustained a frighteningly large deep wound injury from a spinning I.C. propeller while adjusting a non co-operative mixture valve with a set of pliers. One whole day was spent with an overnight stay in the 'Big-House', under full anaesthetic, to repair his hand. All are grateful for such a successful outcome, he was more than fortunate.

Members are reminded to slow down, concentrate on the obvious Hazard and don't take the Risk... Motor Problems? Please turn it off first (or isolate the battery) and then investigate. A permanent injury is not a joke... the rotten memory is always with regret.



Pushing the Envelope... Top Gun? not!

It's thrilling to watch the aircraft zoom around the field, just like the movie "Top Gun". But the enjoyment is quickly lost when, pushing the envelope, the barrier is nudged. There is no excuse, no matter who you are, or what you fly... turn earlier at the drum and back off on the throttle. We exist here by doing the right thing all the time. Standing rules don't ask for much. Please try to main correct containments.

Editor. D.S.

THINK SAFETY FIRST

TMAC SAFETY SUB COMMITTEE

Noel Stewart Noel Wilson Dennis Greenfield

FAIL SAFE

Hi and welcome to the first edition of Fail Safe, an initiative of the newly formed Safety Sub Committee. The team looks forward to being able to assist the TMAC Committee and members with information, tips and updates regarding safety, rules and flight training throughout these pages on a regular basis.

ARMING TABLES

It is very pleasing to see the greater majority of members who fly electric aircraft now utilizing the new arming benches provided behind the flight line fence for that very purpose. MAAA statistics clearly indicate that the majority of injury claims against our national insurer are related to electric aircraft. **DON'T LET YOU OR YOUR MATES BECOME A STATISTIC.** Think about who and what is in front and to the side of that propeller at all times, (this applies to IC aircraft as well). Please utilize the proper equipment provided away from the pits area and **DO NOT** bring an armed aircraft back into the pits. Electric aircraft should be disarmed where you armed them, which is restrained at the flight line.

TAXYING IN THE PITS

We all are no doubt aware of the little signs on the end of those short stakes at the end of the taxi ways that say stop engine here. This is due to our by-law 2.2 /11" No model shall be taxied in the pits". These signs remind us to switch off our engines at a safe distance from the pit area and push our aircraft back in a safe manner to the populated area. But what happens if when I release my model (engine running) from the restraint to taxi out, the engine is idling too fast and I need to shut it down but I can't stop it? Firstly, the model is to be escorted away from the pits eg. hold the tail so you can restrain it until you can get it under control or help arrives. Never release an aircraft with engine running until you're absolutely happy it is safe to do so. Secondly, a number of options come to mind, ironically (in the heat of the moment) one might try and turn it around and circle it. If performed on the pits apron another problem is created, you are now taxiing in the pits in close proximity to other members. A better option could be to utilize the long grass out near the strip or either side of the taxi ways as a breaking area, like a heavy vehicle uses a sand trap or safety ramp. This takes the situation away from the pits, and it might even cause the aircraft to nose over enough to stall the engine and render the situation safe.



TIPS FOR HEAVY MODEL PERMITS

Heavy model permits can be found on the MAAA website, go to 'Club Support', 'Forms' then scroll to the appropriate form e.g. FW 25, FW 50 or RW25 etc. Were you aware, all gas/petrol engines should have a secondary way of shutting down the engine apart from the idle shut down switch. This is usually achieved through shutting off the electronics of the ignition by way of an isolation device. With heavy models it is actually a safety requirement reflected in MOP 015 for all petrol engines. With Heavy Models safety it is even more critical. For new pilots

**THINK
SAFE
PLAY
SAFE
FAIL SAFE**

branching into their first big model your heavy model inspector will be looking to ensure that 3 things in particular are in place and working correctly.

1. Ability to turn off the engine anytime.
2. Fail safe set and working correctly (including engine returning to idle in fail safe).
3. Battery redundancy eg. second battery source should the first fail.

RECEIVER FAIL SAFE

Receiver fail safe is a commonly overlooked part of the radio / receiver system. I've been surprised by the number of pilots I've spoken to or helped that either weren't aware of the fail safe function, were aware but had not set it, or weren't aware that the fail safe can change over time from their initial setting (pre first flight). It's a good habit to routinely check your fail safe. If you have made any changes to an engine, throttle linkage, servo, travel adjustment, receiver or trim, these all have the potential to change your initial pre first flight setting. Once you have completed the first flight successfully it's a great idea to go back and check your F/S settings, particularly the return to idle setting when loss of signal. It could be the difference between seeing your cherished model land intact or fly away.

FIRST AID KIT

I've been asked to remind members that a small first aid kit is located in the storage box to the left of the notice board should the canteen be locked up. Emergency phone numbers are located on the external canteen wall also.

TAKE CARE

Noel Stewart



TMAC Community Support

Our club has assisted Calamvale Community College students in pursuit of aviation scholarships by offering the field and facilities for a day each year to assist their students in achieving their aviation goals. The Awards are very prestigious, and are highly regarded in the Aviation and Aerospace Industry.

Since 2004, the Aerospace Education Awards have been held at Parliament House to continue to honour the high flying achievers from around the state. Industry benefactors, such as Boeing Defence Australia, Brisbane Airport Corporation, GE Aviation, the Guild of Air Pilots and Air Navigators, Qantas Airways, and the Royal Aeronautical Society, presented awards to the winners from Years 10 to 12.

We are very pleased and proud that we were able to help, even though only in a small way.

The awards included:

- The Spirit of Boeing award
- Year 12 Aerospace studies award
- Brisbane Corporation Year 11 Award
- GE Aviation year 10 Award
- The Royal Aeronautical Society Award
- The Honourable Company of Air Pilots Award
- Qantas Quest Year 11 Award
- Raytheon Innovators Award
- Aeroskills Scholarships, proudly sponsored by Aviation Australia, Airline Academy of Australia and Boeing Defence Australia.
- Boeing, Brisbane Airport and GE Aviation Teacher Innovation Award

This year the students entered into the Aeroskills scholarship awards, of which 3 scholarships were provided by Aviation Australia, ATEA and Boeing Defence Australia. Two students from Calamvale Community College were successful in receiving scholarships, which will greatly assist their future career development into the Aviation and Aerospace industry. Well done Mick Adcock and Sylvester Young.

These Awards were scholarships for graduating Yr 12 students to the value of approximately \$4,500 each to cover the student contribution to the 12 months formal training for an Institutional Certificate IV in Aeroskills. This will then follow with an apprenticeship either at Qantas, Virgin or Boeing Defence.



Sylvester Young & Mick Adcock



Awards Ceremony, Parliament House, Brisbane

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 provide 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 and 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 however they can and provide quality products with professional service and support. They would appreciate our members' patronage and we all benefit from supporting our local suppliers.

Editor