

February 2022

HAPPY NEW YEAR

Welcome back to Porter Field!
2022

FAREWELL NOEL WILSON









Australia Day BBQ



First event on the 2022 Calendar was hosted by Lyn and Pat. Thank you for those that attended, we hope you enjoyed the day.



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E: president@tmac.asn.au

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Pat Wilson

Lyn Wilson

TMAC LIFE MEMBERS

Kevin Dodd

Noel Wilson

Will Sipma

EXCELLENCE AWARD TROPHY HOLDER 2021

Phil Collings

BUSTER DANVERS TROPHY HOLDER 2021

Col Jones

HEAVY MODEL INSPECTORS (FW25)

Ian Howard

Andrew Tisdall

Gary McCoy

Chris Paterson

HEAVY & GIANT MODEL INSPECTORS (FW25/FW50)

Kevin Dodd

Noel Stewart

Phil Collings

Tyson Dodd

Richard Symes

George Atkinson

MAAA INSTRUCTORS

Commercial Flight Instructors

Noel Stewart 0412 525 127

Will Sipma 0409 852 694

George Atkinson 0414 972 118

Rotary and Fixed Wing

Dennis Greenfield 0424 005 820

George Atkinson 0414 972 118

Fixed Wing

Nicholas Leahy

Peter Spink

Dave Morrison

Randall Mowlam

Aaron O'Neil

PRESIDENT'S REPORT

Transmitter February 2022

Happy New Year

Welcome to 2022! TMAC has a busy year ahead, with a near full event calendar. In addition, we are working on projects to improve the facilities for members including upgrading the Pilot's position, and providing further disabled access.

Please treat other members with respect so that we can all enjoy our flying.

Noel Wilson

In January, members gathered to farewell Noel Wilson, who is moving to the NSW central coast for the next stage of his life. I'm sure he will miss his mornings sitting with the gang in "Noel's Corner" at Porter Field.

Many years ago, Noel did my Gold Wings test, and passed me first time. Thank you, Noel.

TMAC members will miss you Noel; you are a true gentleman. Happy trails Noel!

Area Approval Compliance

The Secretary has included a timely reminder about rules and safety in his report, after a recent incident with a full-scale aircraft at a MAAQ field. We are only able to continue flying at Porter Field because of our compliance with our CASA Area Approval. Non-compliance may result in the cancellation of our approval, and the loss of the club.

The committee thanks members for their continued compliance, but we need to continue to be vigilant. We have prominent signage at the Pilot's position that reminds everyone of the requirements, so there is no excuse for noncompliance. Members of the public regularly come and watch, so assume you are under surveillance at all times.

Members are also reminded that as per the MAAA MoP, full scale aircraft have right of way at all times, and we must land our aircraft when one is in the vicinity at low level.

SAFE AND COMPLIANT FLYING EVERYONE.

Event Calendar 2022

Upcoming events for 2022 are as follows:

1. **February.** Sunday 20th Glider Day.
2. **March.** Sunday 6th SCAF Warbirds.
3. **April.** Sunday 17th Multi-Engine Day.

MONTH	DATE	EVENT TYPE	EVENT DETAILS	CO-ORDINATOR
February 2022	Wed 2	Meeting	General Meeting (7.30pm, Carina Leagues Club)	Secretary m: 0412 525 127
	Sat 5	Non-Flying Event	BRISBANE ASTRONOMICAL SOCIETY (Porter Field 6.30pm - 9.00pm)	Gregor Kruberg p: 3847 7797
	Tue 8	MAAQ	MAAQ General Meeting (Conference Call 7:00pm)	MAAQ Secretary e: secretary@maaq.org
	Sun 20	Event	GLIDER DAY (Porter Field 8.00am - 2.00pm)	Gregor Kruberg p: 3847 7797
March 2022	Wed 2	Meeting	General Meeting (7.30pm, Carina Leagues Club)	Secretary m: 0412 525 127
	Sun 6	Event	SCAF Warbirds [Camping Allowed] (Porter Field 8.00am - 2.00pm)	Noel Stewart m: 0412 525 127
	Sat 12	Non-Flying Event	BRISBANE ASTRONOMICAL SOCIETY (Porter Field 6.30pm - 9.00pm)	Gregor Kruberg p: 3847 7797
	Thu 31	Newsletter	April Newsletter Published (NOTE: Contributions close one week prior)	Mark Kruse. e: editor@tmac.asn.au
April 2022	Wed 6	Meeting	General Meeting (7.30pm, Carina Leagues Club)	Secretary m: 0412 525 127
	Sat 9	Non-Flying Event	BRISBANE ASTRONOMICAL SOCIETY (Porter Field 6.30pm - 9.00pm)	Gregor Kruberg p: 3847 7797
	Fri 15	Public Holiday	Good Friday. Normal Flying Hours Apply.	Secretary m: 0412 525 127
	Sun 17	Event	MULTI-ENGINE DAY (Porter Field 8:00am - 2:00pm)	Aaron O'Neill m: 0447 774 070
	Mon 25	Public Holiday	Anzac Day. Porter Field CLOSED until 1.30pm.	Secretary m: 0412 525 127

TMAC General Meetings

General meetings are held on the first Wednesday of each month (Except January) at the Carina Leagues Club.

General Meetings upcoming will be held as follows:

- **February** 7:30pm Wednesday 2nd.
- **March.** 7:30pm Wednesday 2nd.
- **April.** 7:30pm Wednesday 6th.



Please refer to the 2021 Events Calendar for further General Meeting dates.

Obligations under Porter Field Area Approval

Just a reminder about your obligations under the Porter Field Area Approval. Please assume that non-members may be around at any time. Just like making threats to aviation at airports, **do not make jokes about these requirements at any time:**

- **Radio Range Check.** Pilots shall successfully complete a range check as per the manufacturer's recommendation prior to the first flight of the day.
- **Fail-safe Check.** Pilots shall test the radio fail-safe function (where fitted) for correct operation prior to the first flight of the day.
- **Pre-flight Air-worthiness Check.** Pilots shall conduct a pre-flight check of aircraft prior to every flight to ensure airworthiness. All control surfaces are to be checked to ensure they are not binding and are operating correctly.
- **Height Limit.** The maximum height limit is 400ft AGL at Porter Field.

Reporting Crashes outside Porter Field Boundary

Finally, a reminder that you must provide a written report to the Secretary if you crash an aircraft outside the Porter Field boundary. Remember, never admit liability; leave it to our insurers. Providing a report is not a reflection on the pilot but provides a record in case the club is served with a claim against the MAAA insurance policy.

For Safety – Restrain your aircraft!

If you have any questions or issues, please contact me (president@tmac.asn.au).

Regards,

Phil Gartshore

President.

Administrative By-Law 16 - Code of Conduct

Objective:

The objective of this By-Law is:

1. To define the Code of Conduct;
2. To provide guidance for members behaviour at the Club.

By-Law.

Introduction.

The Code of Conduct comprises key areas of our rules, bi-laws, MOP's and Commonwealth Government legislation. It is central to the constitution of this club and how we engage with and treat each other as members.

Code of Conduct Elements

1. **To encourage and foster friendship between aero modellers.** (TMAC Rules)
2. **Develop a spirit of co-operation and reciprocity in all matters of mutual interest.** (TMAC Rules)
3. **Respect the rights, dignity and worth of others.** (Com Gov legislation and MAAA M.O.P. 041)
4. **Be ethical, fair and honest in all dealings with others.** (Com Gov legislation and MAAA M.O.P. 041)
5. **Be responsible and accountable for our conduct.** (Com Gov legislation and MAAA M.O.P. 041)
6. **To encourage a Harassment and Bullying free environment.** (Com Gov legislation and MAAA M.O.P. 041)
7. **Always place the safety and welfare of children above other considerations.** (Com Gov legislation and MAAA M.O.P. 041)

End Administrative By-Law 16 - Code of Conduct.

Unite & Recover 

Stay safe with the Check In Qld app



Check In Qld

Download the app from



Open the app and scan the QR code
to register your visit

Tingalpa Model Aero Club Inc.

Tingalpa Model Aero Club Inc.



(44)9358021062356

Can't scan? Enter the code **062356** manually to check in.

Thank you for supporting COVID-19 contact tracing efforts
and doing your bit to keep Queenslanders safe.

Questions? Call the **COVID-19 helpline 134 COVID (13 42 68)**



Queensland
Government

REDUCE YOUR RISK OF **COVID-19** INFECTION



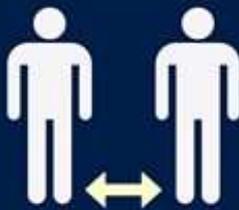
WASH HANDS

Wash your hands with soap or use a hand sanitiser when you arrive at the field



COVER A COUGH OR SNEEZE

Cover your cough or sneeze with your sleeves or tissues. Dispose the tissue and wash hands afterwards



SOCIAL DISTANCING

Keep a distance of around 1.5 meters away from others in public



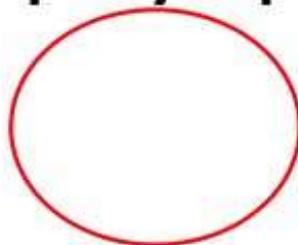
ATTENTION!

If you have experienced a fever, cough, sore throat, shortness of breath or travelled overseas in the past month, please do not enter this area

The maximum capacity of people in this area is:



www.maaa.asn.au



Australian Government

www.australia.gov.au

Secretary's Report

February Transmitter 2022

Farewell

Firstly I would like to thank Noel Wilson for all his hard work and efforts to the club over the many years he has been a member with us. He will be missed when we look up at the west end and not see him on his usual perch or wondering down to have a fly. There was a great turn out of members to say their farewells to Noel and I'm sure everyone would like to thank the members who brought in food to help with day and left overs we had for morning tea for a few days after. As a life member he will still receive a hard copy of our newsletter to keep him up to date with our shenanigans.

Oil left on the tables

I know that this has been mentioned before on many occasions however it still remains a concern, the mess left behind on the tables is out of control. I do honestly see that there are a few members who care about this and clean their tables before they leave however the minority who don't, please **CLEAN** your tables after you pack up. There are a few red rags around to help you, please use them.

Mowing and maintenance

Just a reminder to the member that the guys who mow and clean the grounds do it in their own personal time. With the amount of rain we have had lately the grass is growing a lot faster and most times needs at least two cuts a week, so we can have a perfect strip. So let's **thank** the few who keep us flying for giving us their time to mow and clean instead of just flying.

Weather station and live feed

This project is going ahead, Richard is chasing up donations or a grant to finance the weather station and live feed. This means that the funds to purchase and install will not cost the club a cent. The only cost will be the monthly fees to maintain the link to the webpage, this has been estimated at \$30 a month. This has all been reported and discussed by Richard in the last few general meetings and accepted by the members present.

Rules and safety

So let me remind members again, every year when we renew our membership we sign a section that states "I agree to comply with the Rules and By-Laws, and subsequent variations as may be promulgated from time to time, of the Tingalpa Model Aero Club Inc. and its Insurers." So I am still lost for words when I see or hear about breaches to these rules and by-laws. They are there to serve a few purposes:

1. The longevity of our club
2. A safe environment to fly
3. A friendly place to gather and socialize

Therefore the following are reminders that need to be followed **without exceptions**:

1. The height limit of **400 feet**, it's a big sign in front of the pilot's box.
2. Turn early on the eastern end of the field, **DO NOT** fly close or over the freeway.
3. Do your safety checks before you fly models, **CASA** could be watching.
4. Call your intentions **LOUD & CLEAR** to other pilots in the pilot's box when entering, flying and leaving the strip.
5. Be sure to fly in the **SAME DIRECTION** as other pilots who are already in the circuit, if the wind changes then the pilots need to discuss the circuit direction change
6. Be polite and courteous to all members, remembering that all members are safety officers.

Reminders

Members are reminded that aircraft that crash outside of the club's boundary fencing need to be reported to the secretary in writing as soon as possible. This is so that the club can be ahead of any issue that may arise the incident early rather than later. Most of the time these incidents are not an issue but occasionally as in the case of a fly away if injury or damage or injury occurs and a claim ensures we have prior knowledge of the details and can get the paperwork rolling asap.

Remember safety first and safe flying,

Mark Kruse
 Secretary



EDITOR'S NOTE

Remember to thank the guys who volunteer their time so we can fly.



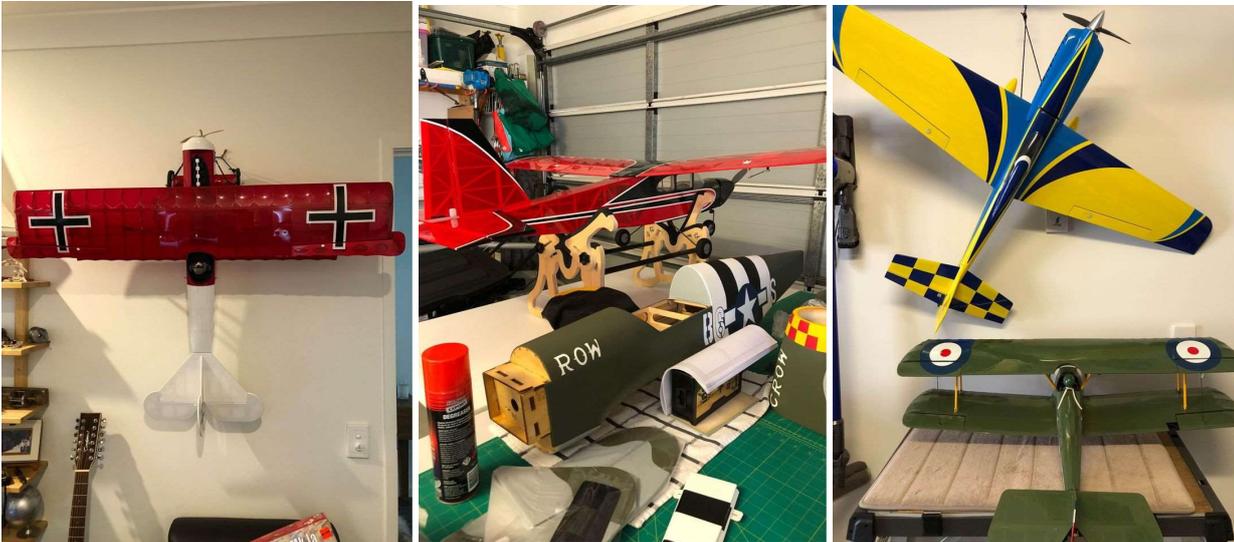
The mowers working overtime to keep the field and strip under control. Let's start planning for the future of our club, currently the five guys volunteering to mow and clean the field have been doing it for an extremely long time. We need members to step up and start learning how to do the maintenance so we can continue to fly. Have a chat with Will and insist on lending a hand.

Wanted / For Sale

Wanting to buy or sell aircraft, parts or plans through the newsletter, send the details to editor@tmac.asn.au

RC Aircraft Builder

Hi my name is Gerard I am also a professional carpenter who has osteoarthritis in both knees so putting my skills to RC model building which I have been doing on and off for some time now. Please call 0411883735 or email gerard20@bigpond.com



Fund Raising

Hey how about helping the club out with your recyclable cans and bottles, bring them into the club and place them in the bin in the canteen.

Flash Backs & Tips

Looking for old or new photos of planes, helicopters or members and aircraft tips for the newsletter. Please forward them to me at editor@tmac.asn.au

For Sale

HitecFlash 7 TX 2.4GHz Telemetric AFHSS ADAPTIVE FREQUENCY HOPPING SPREAD SPECTRUM 7Channel 2.4GH Aircraft Computer Radio System 20 Model Memory. Add 2 Master Channels for Mixing Telemetry Capabilities Battery Voltage Out Built-in AFHSS 2.4Ghz/SLT Module (tm) 4096 Resolution Instruction manual Hired Optima RX with satellite plus extra Hybrid RXs
All for \$199 phone Michael 0428719869



MEMBERS' PRIDE & JOY

Next issue

Job No. Company Name



TINGALPA MODEL AERO CLUB ORDER FORM 2021 CLUB POLO SHIRTS

NAME.....

CONTACT NUMBER.....

POLO SHIRT SIZE.....

QTY.....

SHORT SLEEVE (\$45.00EA) YES/NO

LONG SLEEVE (\$50.00EA) YES/NO

CROSS OUT WHICHEVER IS NOT APPLICABLE

(SHORT SLEEVE SHIRT/S WILL BE ORDERED IF NOT CROSSED OUT).

AMOUNT PAID \$.....

RECIPT NUMBER.....

DATE.....

LYN WILSON

WOBBY WINGS



Information, tips and tricks on wings manoeuvres.

Welcome back to a series of Transmitter columns that is 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

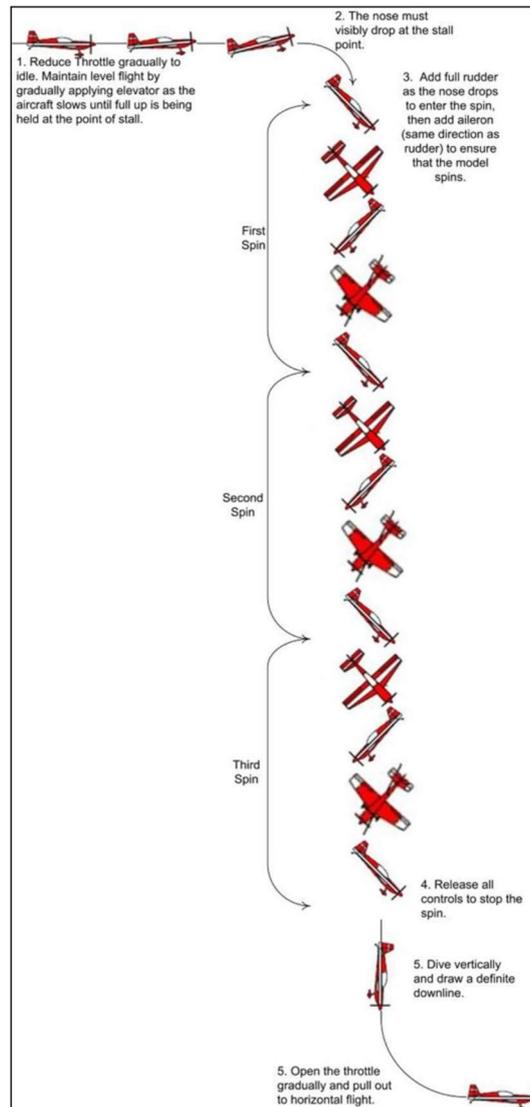
This manoeuvre is performed in front of the pilot's position. Allow sufficient altitude to complete the three rotations and perform an observable down line before pulling out to horizontal. Executing this manoeuvre into the trees is not recommended. Start by performing one, then two, the three turn spins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

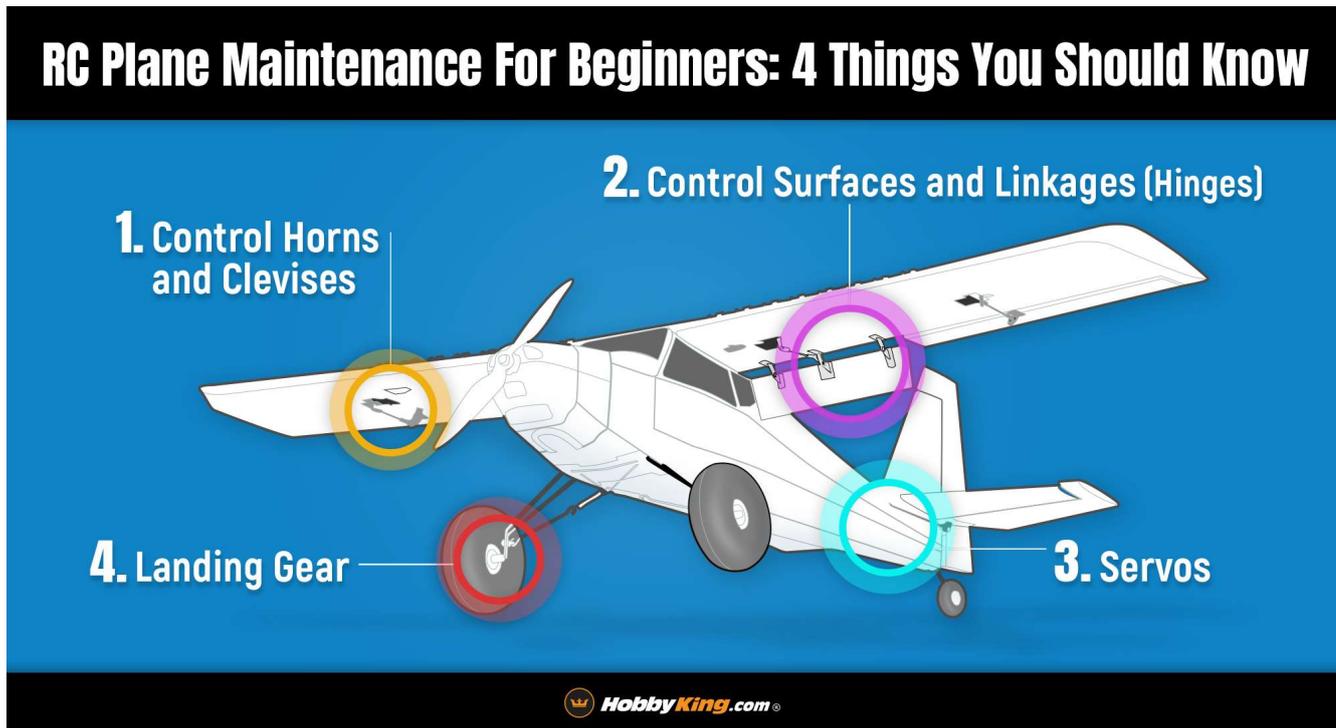
Now for the tricky part; ending the spin is a timing manoeuvre. Different aircraft stop spinning at different rates. To cease the spin release the sticks. It can be as little as $\frac{1}{4}$ of a turn, and as much as $\frac{3}{4}$ of a turn (some aircraft require opposite rudder after neutralising the 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.



RC PLANE MAINTENANCE: 4 THINGS YOU SHOULD KNOW



If it isn't broke, don't fix it right? This may be true in most cases, however, in the RC hobby, being proactive will always cost you less than being reactive. Your RC plane is subject to punishing extremes and in time, the components of your model will deteriorate. Neglecting these impairments will ultimately lead to accidents, crashes, and unwanted bills.

Regular maintenance will ensure a properly working aircraft – and a properly working aircraft is not one that is quick, powerful, or agile, it is one that is SAFE and durable. Here are four simple check-ups you can do to safeguard yourself and others while you rip through the skies and not into the crowds.

Servos

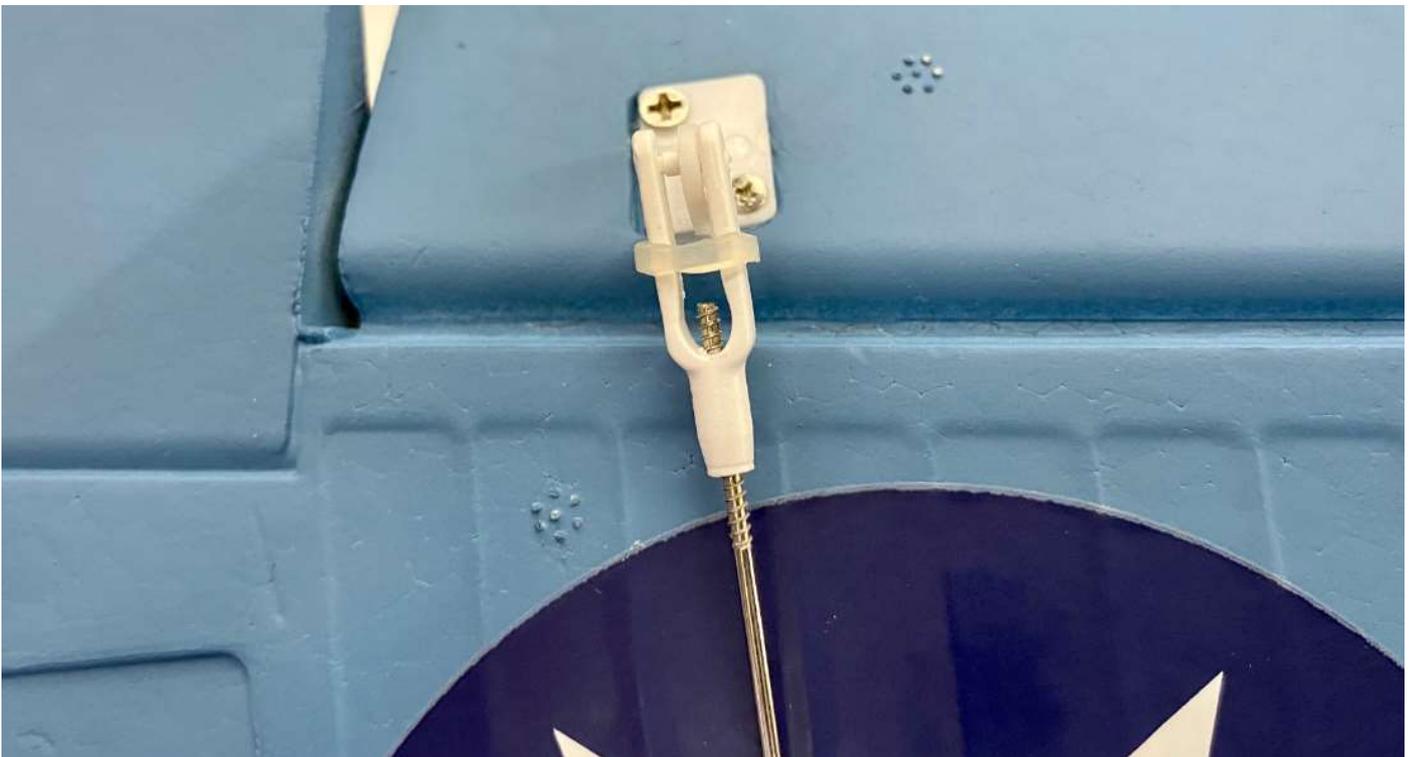
Servos can be regarded as the muscles of your plane; they govern and facilitate all directional movements of an aircraft. Check all servos are secured properly and if necessary, tighten the screws and replace any degraded grommets. Power up your plane and cycle the servos with your transmitter while applying a little pressure to the corresponding control surfaces to see if they hold up or act erratically.

If you catch any servos binding, consider a complete re-trim. If the problem persists, detach the pushrod and check again; most of the time it may just be something trivial like a foreign object obstructing the movement of your control surfaces or a crooked hinge-line. Also, use this time to check for any overly noisy servos. A noisy servo can lead to excess heat, shortened working life, and possible failure.

Control Horns and Clevises

Control horns and clevises are often overlooked, especially by beginners. Check all control horns and clevises for visual signs of damage. Wiggle the control horns and assess the rigidity, if they feel loose, gently resecure or completely replace them. Most factory control horns are made from plastic, and plastic is inherently fragile. We recommend swapping them out for nylon control horns which are much sturdier.

A common problem with clevises is that they tend to come loose and detach from their control horns. Even the more sophisticated ball link or carbon fibre clevis can suffer from this problem. Seasoned hobbyists - regardless of the type of clevis they use - will regularly fit a 2mm strip of silicone tubing to secure the clevis to the control horn. Not only is this method cheap, but it has proven to be effective and reliable.



Landing Gear

As the primary point of contact between a speeding plane and the unforgiving ground, your landing gear truly takes one hell of a beating. There are two types of landing gears: fixed and retractable. Fixed landing gears are generally easier to maintain with the problem areas being the landing gear mount and the wheel axle. Check that the landing gear is firmly attached to the mount. If it is loose, apply some epoxy glue to restore it to its original state.

The wheel axle will eventually bend after numerous landings. While you can initially bend them back in shape, after the third or fourth try, they can dislocate and break into two. As a rule of thumb, replace your metal axles every now and then especially if your aircraft has endured multiple hard landings.

Retractable landing gears are a little trickier as a distortion of their original shape can cause an operational jam. Always make sure that your retractable landing gears are perfectly aligned, and any deformities fixed when discovered. Again, if you can, bend them back into shape or completely replace them when in doubt. A jammed landing gear mid-flight only spells trouble – and trouble means money.

Control Surfaces and Linkages (Hinges)

Control surfaces are arguably the most important component of your plane; hence, extra care should be given to them. Verify that all control surfaces are firmly attached to the aircraft by gently pulling at the control surfaces and confirming that they have a solid hold. Make sure the control surfaces do not have too much play (unwanted movement) as this tends to result in the aircraft handling poorly. In extreme cases, it can result in flutter which will ultimately cause your aircraft to lose control and crash.

When it comes to faulty linkages, we find completely replacing them to be always better than trying to fix them. There are generally two types of control surface linkages: ones with hinges and ones that are built into the mould of your aircraft (AKA foam hinges).

Replacing foam hinges can be fairly tricky. If the problem is minor, then you can just use some blender tape (AKA hinge tape) as a quick fix. Otherwise, using a sharp blade, cleanly cut and detach your control surface from the wing. As you will not be able to re-glue the control surface to your plane, you will have to purchase hinges. Align your control surface to the wing and cut slits into both the interlinking sections. To make sure that the slits are uniform and compatible, use a ruler or a straight edge tool as a guide. Gently slide your hinge into position and depending on your model/ hinge, glue or screw them into place



Tingalpa Model Aero Club



Glider Day

SUNDAY 20th February 2022

Open to all gliders – powered and unpowered

This is a fun day for all experienced and budding glider pilots. Aerotow and winch launch facilities will be available for those wanting to try something different. If you don't have a glider there will be opportunities to try a glider on a buddy box. If you have a powered aircraft which you think is suitable as a tug aircraft, bring it along and have a go.

There will be a couple of very simple competitions such as longest soaring flight and spot landing to provide some entertainment on the day.

Pilot's registration from 8:00 am

Pilot briefing 8:30 am

MAAA Licence required

Canteen catering for lunch, snacks and drinks from 8:00 am Come along and have a fun day!

Kindly sponsored by:



Phone: 07 3300 3616

E-Mail info@wiredrc.com.au

Convenor: Gregor Kruberg p: 3847 7797

Location: Porter Field, Stanton Road West, Tingalpa 4173. Turn into Graystone Street from Wynnum Road, then to Minnippi Parklands



WARBIRDS OVER TINGALPA
WARBIRDS OVER TINGALPA

SUNDAY MARCH 6TH 2022
SUNDAY MARCH 6TH 2022

Camping available Friday through Sunday
Camping available Friday through Sunday

For further information
For further information

Phone Noel on 0412525127.
Phone Noel on 0412525127.



Once again, I have volunteered to be the Co-Ordinator of the Tingalpa Model Aero Club's "2022 TINGALPA AIRSHOW & HOBBY EXPO"

I am looking for pilots from this club and other clubs to participate in this year's **TINGALPA AIRSHOW & HOBBY EXPO** on **Sunday 14th August 2022**. Pilots must have the equivalent of **GOLD WING STANDARD** before being permitted to fly. **CALLERS** must have the equivalent of **BRONZE WING** standard.

I am looking for helicopter pilots, World War I, World War II, Turbine jets, EDF jets, gliders and everyday planes. I am also looking pilots to participate in a fly past at the official opening, learner pilot, streamer chasing pilots and everything in between. Size of your model is not relevant. You **MUST** have a current **MAAA** licence.

Should you not wish to fly but you have great model/s sitting at home, please, bring them along for the static display.

I will also be looking for people to assist with the setting up/down of the field on Saturday 13th and Sunday 14th. Further I will require 2 people as flight-line controllers for the flight line, persons for the Public Address work and many others for general assistance on the Sunday. Also required is people to assist Lyn & Russell in the canteen.

Nomination form is available at www.tmac.asn.au.

Please talk to me at the field should you wish to participate or contact me on 0417493785.

Thanks in advance

Pat Wilson



2022 TINGALPA AIRSHOW & HOBBY EXPO ENTRY FORM

Name.....

Home Club..... AUS.....

Heavy Weight Certificate Current.....

Heavy Weight Certificate Current.....

Heavy Weight Certificate Current.....

Contact Number Email.....

Small description of your aircraft.

AIRCRAFT 1.....

AIRCRAFT 2.....

AIRCRAFT 3.....

Minimum standard for pilot's in this event is **GOLD WING** standard

Minimum standard for pilot's caller in this event is **BRONZE WING** standard

Pilots and caller are only permitted at flight-line 10 minutes prior to and during their flights. Must return to the pits area directly after flight.

FLIGHT-LINE CONTROLLER has the final say as to persons permitted at flight line.

.....

.....

Signature

Date

Please return entry form to Pat Wilson (Event Co-Ordinator) at discosarge1@bigpond.com prior to event.

Pat Wilson (M) 0417493785