

TRANSMITTER



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Doug Kent, Will Sipma

TMAC Life Member's Trophy.

Adrian Hellwig

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Heavy model inspectors.

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

Turbine model inspectors

Kevin Dodd, Phil Collins.

From the Editor.

OK who stole 2009, seems the years are getting shorter, or perhaps it's just me getting older. Anyway welcome to 2010 (whatever happened to Y2K)

Looks like this year will be a busy time at TMAC with more events on the calendar than ever before and planned major upgrades to our facilities. All this can only happen with your support.

During the year some members have helped this newsletter by providing articles and pictures to match, thank you for helping make this newsletter what it is. Hopefully this will continue, I am always willing to publish interesting articles.

Enough from me, fly safely.

Peter Biddle

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

On The Cover

Viliam Gazo and his 2.4m wingspan Gee Bee R2 from Composite –Arf. It must have been interesting to fly one of these from so far towards the tail. Basically a (big) engine with wings.



Dave Walker

From The President

Well members, Christmas is nearly here and soon we will be welcoming in the New Year. I hope Santa brings you lots of goodies, there are enough of them about. Also the time build and fly them?

With input from members, Phil Gartshore has prepared a draft Events Calendar. It is looking very busy for 2010. Early in the year (21st February) we have a new event, the EDF (Electric Ducted Fan) Jet Day and that is followed by monthly events through to November. August and October remain clear at this stage. We have the opportunity this year to use these days for an Airshow or other event and this can be discussed at the next General meeting.

We have a new member on the Management Committee. I'm please to announce that Martin Homann has nominated for the Treasurers position. I'm sure members will all assist Martin as he settles into this position. Phil Gartshore has been carrying this role and has been handing over to Martin gradually. All should be complete before Xmas. **Well done Phil** for your extra effort to during this period and a big **Welcome to Martin**.

Members (and the Committee) have been industrious. Since I last reported to you:

- Another large model/turbine start-up area has been completed (thanks Peter Biddle, Glenn Crossley, Mick Pawelski and helpers)
- A new 2.4Ghz keyboard in the Helicopter facility (thanks to my handy work and graphics from Gregor Kruberg)
- Repairs to the boom gate and bunker door (thanks to Will Sipma)
- Repairs to one of the assembly tables (Kevin Dodd, Gregor Kruberg & Dave Walker)
- Top dressing of the strip and surrounding areas (thanks to Gregor Kruberg & Glenn Crossley)
- Field maintenance and working bees (thanks to Gregor Kruberg, and all the helpers)
- Amenities block maintenance (thanks to Martin Homann)
- Bi-Planes & Warbirds Day (thanks Richard Symes, all his helpers and visitors and guests)

In 2010 the Management Committee will be progressing the extensions to the bunker. Will Sipma has been working steadily on plans and approvals and members will be updated on progress and the next General meeting.

See you down the field or at the February General meeting.

From myself and the Management Committee I pass on best wishes and sincere hope that we all have safe Xmas/New Year break and another tremendous year.

Happy Aeromodeling
Allen Danvers

Secretary Report

Well, it's been a busy twelve months, both personally and at the field. Personally, I had just started a new job this time lase year, after my previous employer went into receivership and then liquidation. A lucky confluence of events meant that I was able to walk straight into a new job on the Monday after being made redundant. In 2009, I also received my benefits in full. Perhaps insolvency Practitioners are not so bad fellows after all. Here's to a less exciting 2010 for me.

I was reading the list of achievements in the President's column, and am very pleased with the progress the club has made this year. There are times you wonder if any progress is really happening, but this year we have been an energetic club with exciting events attracting good participation.

Club Rules Update.

The special resolution to update the club rules was passed unanimously at the December general meeting. The request to register the changes has been lodged with the Office of Fair Trading, and we await confirmation of registration in the New Year. Thanks to those who took the time to read the proposed changes and pose relevant questions.

TMAC Calendar 2010.

We have drafted the Calendar for 2010 to allow you to commence negotiations with your respective partners for time to participate in the events. We have some new ones and the traditional back for another go round. In 2010 Richard Symes is retiring from his excellent role running the *Qld Scale Fest* and the *Bi-Planes and War Birds Day* due to his commitments to a new role at work. The events are still on under new management. Thank you, Richard, for some great events.

New this year is an EDF Jet Day in February, being coordinated by Kevin Dodd and Chad Barrett. Exciting stuff if the EDF Soukoi flights I have seen in the last couple of months are any indication.

The other event we saw which attracted limited support for in 2009, was the Unusual Model Day. We saw a mechanical flapping birds and a foam X-Wing plane made from remnants of other crashed models (or so it seemed) amongst the entrants. So, put your thinking caps on and come up with something truly weird. You only need to achieve 5 seconds of stable flight, so the bigger the power plant the better! The full calendar is published elsewhere in this edition of the Transmitter.

TMAC Treasurer

A huge thank you to Martin Homann, for agreeing to take the Treasurer's position over from me for the remainder of the year. Martin has now taken over the reins and will be reporting to members at General Meetings in 2010.

Whilst not onerous in itself, combined with the Secretary's duties, I have been kept pretty busy. The critical problem is that I have not had time to assemble the Sparrow Hawk model I won at the Scale Fest in 2009. Modelling rules!!
Please give Martin your full support.

Insurance for Buildings/Improvements.

We have now resolved the Insurance issue and are meeting the requirements of our lease. We did manage to get a Certificate of Currency to Council in time to avoid the next phase of the review, which is enforcement. Thanks again to Joe Luxford for assisting in getting insurance quotes for the club.

Appointment of a Third Commercial Flight Instructor.

Noel Stewart is working with the Committee to complete the MAAQ and MAAA requirements to become a MAAA instructor. His application is currently with the MAAQ for review, and if passed, will head for the MAAA to approval. Noel now has a Queensland Blue Card (the one for working with children, not the building industry one), and so is ready to go when the paper work is approved.

Working Bees

In 2010, we are taking a difference approach to working bees. In 2009, we struggled to get the required support, and ran the risk of burning out Gregor Kruberg, who works tirelessly to keep the field spick and span. The issue is in part related to the lack of publicity, but also at times to a lack of participation by those present at the field.

In 2010 the new approach will be as follows:

- We will be publishing the working bee days in the calendar for all to see;
- We will send out reminder emails to those with email addresses; and
- We will be closing the field to all flying (fixed wing and helicopters) from 7:00am on working bee days until the scheduled tasks are completed.

We hope this will ensure we get the jobs done quickly so that everyone can get back to flying.

Wings Forms

All club instructors need to ensure they download the latest wings forms from the MAAA web site. These forms change at least once a year and the CFI will not accept a form that is even one day out of date. This delays the wings as I then have to go back to the instructor concerned to have the form re written.

Some instructors may not be aware of this requirement and the changes seem to happen with little communication

Christmas and New Year

Well it's that time again. By the time you read this, my

family will have survived the daunting task of hosting 23 In-laws (and Out-laws) for Christmas Dinner. You can choose your friends, but your relatives come around and eat you out of house and home!
Please have a safe and merry festive season, and a happy new year. I look forward to seeing you all in 2010.

Safe flying everyone,

Phil Gartshore

Bunker Extensions

STAGE 1. TMAC Catering Facility Development

I have a Notice of Motion (below) in place for the February 2010 General Meeting, for the commencement of works in relation to the new Catering Facility, which will be situated adjacent to the existing bunker.

- Major Earthworks – the intention is to hire a backhoe machine and remove excess soil and place it within the bounds of the BBQ area and use for fill where required.
- Remove old fencing, sleepers etc for dumping, and replace with new fencing as required.
- Erect a new retaining wall, and that this be done in block, not timber.

For further information I can be contacted on 3901 2208 or at the February General Meeting.
Will Sipma (VH 22831)

Notice of Motion

I Willem Sipma being a financial member of the Tingalpa Model Aero Club Inc, in accordance with Rule 28 (7) move that the Management Committee be given the authority to spend up to \$4000.00 to commence earthworks for the catering facility and remedial work on retaining wall in the same area. This Notice of Motion to be voted on at the February 2010 General Meeting.

TMAC on the Great South East

You may remember earlier in the year the team from the Channel 7 Great South East visited TMAC to film a segment for the show. Apparently this was one of the more popular stories so as part of the summer season channel 7 will be re-playing this story on **Sunday 31st January 2010**



Norfolk Island Aeromodelers

(By Allen Danvers)

In early December my wife and I were lucky enough to spend a week's holiday on Norfolk Island. We were looking forward to a break from a busy year and ready to relax. We hadn't been to Norfolk before and were packing our bags when I remembered a previous visit to TMAC from a Hadyn Bell, a keen aeromodeler on the island.



The old emails were easy to find so I contacted Hadyn to let him know we were visiting in a few days hoping we could catch up for a cuppa and a chat at some stage. Within hours Hadyn had replied and before I knew it he and his pal "Foxy" had organized a model for me to fly and a few other outings that turned out just fantastic.

The modelers on Norfolk are a great bunch of guys and their hospitality and generosity with their time was tremendous. Not only did they organize a model and some flying for me, they helped with finding the best locals for fishing and a flight over the island in a microlight not to mention the best "Fish Fry/BBQ".

Hadyn and his mates have a few sites that they fly on, the field shown in the pictures at Steeles Point and also a sports field down in Kingston. Weather was perfect while I was there and much enjoyment was had. The trusty old Ugly Stick provided by Foxy performed faultlessly. Hadyn and Foxy are both accomplished pilots with Hadyn currently concentrating on sports flying and Foxy collecting and flying a squadron of Warbirds and a Helicopter, the Corsair just his current favorite amongst many others.

If you are thinking of taking a holiday and are looking for great place to visit I'd recommend that you put Norfolk Island at the top of the list. It's a beautiful place, great fishing, fantastic weather, tremendous locals and some are aeromodelers what more could you ask for!

TMAC Warbirds & Biplane Day

The 28 November saw the running of the Annual Warbirds and Bi Planes day at the field. The weather as usual, played its part with a nasty 20knot 40degree cross wing but we were not to be deterred.

The day saw entries from as far away as Sydney, Coffs Harbour, Logan, Amberley, and of course our own members with 25 registered entries and a total of 31 aircraft on the flight line.

There were 2 major categories, Warbirds and Bi Planes as well as a pilot's choice on offer. The day also saw the inaugural presentation of the Dave Summers Memorial Trophy. This trophy was initiated by one of a senior members Adrian Hellwig in memory of Dave who was for many years, the heart and soul of the club. Dave was one for those people who just inspired you to model and of course won our hearts as a veteran who fought in PNG in WW11 to preserve our freedom.

A great deal of thanks has to go to Greg, Dave, Peter and Glen for the field preparation and Will and Adrian for their help with the catering.

At the end of the day, it was all about flying and camaraderie, and to that end it was a great success. The following is a list of the achievements for the day.

- Best Warbird A6M Zero Willem Sipma
- Best Bi Plane Stearman Lionel Weeks
- Pilots Choice Sopwith Pup Martin Cochrane (Coffs Harbour Aero Modellers)
- Dave Summers Trophy Stearman Brian Fooks

And on a person note, thank you to all the attendees, who made the day what it was.

Richard Symes—Contest Director, Warbird and Bi Planes Day



Adrian Hellwig



The Inaugural Dave Summers Cup

This year's Warbirds and Biplanes Day saw the award of the inaugural Dave Summers Cup.

So who was Dave Summers? Dave was a long time member of TMAC and only gave up flying in his mid 80's when age and infirmity made flying no longer possible for him. Dave had an interesting life – to put it mildly. He was a graphic artist (long before computers when everything was done by hand), a member of 61 Battalion Cameron Highlanders, a Milne Bay veteran, and, by war's end, an officer in the Intelligence Corps.

After the war Dave went on to take over his father-in-law's farm and became a salt of the earth cow-cocky. When all that became too much he and his wife retired to Brisbane.



All those who knew Dave liked him for the true gentleman he was and saw behind the shit-stirring, banter loving, crotchety old bastard he pretended to be. Proud of your new Spitfire? Dave said it wasn't a bad Messerschmitt but you got the markings wrong! Bounced on landing? Dave would say it wasn't a bad ratio – one take-off to every four landings! Mind you, if something went seriously wrong and you came back with only bits of aircraft you always knew Dave was dinkum when he came to commiserate. All in all Dave was the kind of club member I wish there were more of.

Dave built some lovely model aircraft and those he loved most were of the pre-WW2 variety – hence that's what the Cup is for. This year's worthy winner was Brian Fooks with his scratch built Boeing PT17 Stearman. I'm sure it is only the first in the line of great winners this Cup will attract. The criteria are the same as for the Peter Cutler Trophy except that there is only one judge and the aircraft must be a pre WW2 design

Adrian Hellwig

Safety issues

If you have ever flown at one of the TMAC event days you will have noted the requirement for all pilots to have a 'caller'.

What is a caller I hear you ask. Perhaps it's something like the race caller at the Eagle Farm races or is it just somebody to keep you company or to talk to on the flight line if you get bored. Perhaps they're just there to make the flight line look busy. In some respects it is like the Eagle Farm race callers in that you are there to provide a form of running commentary to your pilot to keep him/her advised of what is going on.

Over in the States they call them spotters but the functions are the same and the following article written by Bob Ackerman from the Mid Missouri Radio Control Association may help to shed some light on the subject.

Pilot Spotter's Responsibilities

While at the field recently I was asked, "What does a pilot spotter do?" I quickly told him, "spot for the pilot." I thought about my response for a few minutes and I realized that was not a good answer.

Do you know what the responsibility of the pilot spotter is? I asked a few pilots and I got the same answer from most, "spot for the pilot." So, what does that mean?

The pilot spotter, or just spotter, is a safety person for the pilot. The pilot and spotter should be a team working together for the safety of the pilot, the spotter, the aircraft, and all parties at or near the field.

Whereas the pilot has the responsibility of flying his/her aircraft in a safe manner, the spotter has many other responsibilities, which include:

- Relay messages from the flightline and safety personnel to the pilot about landing aircraft, aircraft emergencies, or dead-stick landings by other aircraft on the field, and other information important to the pilot flying the aircraft. The pilot may be concentrating on the aircraft in flight and may not hear or pay attention to background messages on the field.
- Relay messages from the pilot to the flightline and/or safety personnel about the pilot's landing, emergency, or dead-stick landings, and other information that needs to be passed from the pilot to others.
- Be the eyes of the pilot away from the aircraft. Watch the flightline and inform your pilot of aircraft taxiing in front of the pilot, people on the runway line, obstacles on the ground if the pilot walks around while flying, or other safety issues that your pilot should be aware of.

- Watch the other aircraft in flight and inform your pilot of aircraft that may cross the flight path of his or her aircraft. Changes in pattern direction or aircraft in different flight types (aerobatic vs. pattern flight) crossing your pilot's flight path should be reported.
- Keep the pilot advised of the type of aircraft that are being started for flight. Some pilots may be flying the pattern and if a 3-D aerobatic aircraft is getting ready to fly, the pilot may decide to fly at a different altitude or land the aircraft.
- Minimize the distractions to the pilot in flight. The spotter is the eyes and ears for the pilot. Anything that could distract the attention of the pilot should be explained so that the pilot can keep his/her eyes on the aircraft and not look at the distraction.
- A pilot spotter may also assist the pilot at contests, such as a pattern contest, by providing information to the pilot about the next maneuver at key points of the flight.

This is not a complete list of responsibilities that the spotter has. Some pilots will have specific instructions for their spotters as to what to do, what to watch for, and what to explain. Each pilot and spotter should discuss these responsibilities before each flight.

Every field has different rules for the use of a pilot spotter during flight operations. Most fields do not require a spotter when no organized event is scheduled, or the number of pilots flying is low. Other fields require a spotter on all flight activities. Most fields require the use of a pilot spotter during all scheduled events. Do check with your club or field rules about the use of a spotter.

The ultimate purpose of a pilot spotter is to increase safety for all. So be a good spotter and help keep our field, and our pilots, safe.

Aviation Quotes

If you are looking for perfect safety, you will do well to sit on a fence and watch the birds; but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial.

Wilbur Wright, from an address to the Western Society of Engineers in Chicago, 18 September 1901

The air is an extremely dangerous, jealous and exacting mistress. Once under the spell most lovers are faithful to the end, which is not always old age. Even those masters and princes of aerial fighting, the survivors of fifty mortal duels in the high air who have come scatheless through the War and all its perils, have returned again and again to their love and perished too often in some ordinary commonplace flight undertaken for pure amusement.

Sir Winston Churchill, 'Thoughts and Adventures,' 1932

Even more on 2.4GHz

Our Secretary, Phil has been exploring the intricacies of the 2.4GHz systems yet again, and found an interesting video link on the Spektrum site.

It would appear to show that 2.4GHz receiver recovery from transitory low voltage is fast and predictable, and that the receivers will operate predictably down to 3.1 volts, which is believed to be similar to 36MHz receivers. It also seems to show that the Spektrum DSSS equipment recovers faster than the Futaba FASST equipment from a transitory low voltage...but then again this is a Spektrum video (at least the link is on the Spektrum site).

In general, it would seem to contradict the conventional wisdom around that 4.8volts is death, and 6 volts is a requirement for 2.4GHz. Of course, starting with a higher voltage provides a much bigger margin of error, and two battery packs are better than one.

Have a look...http://www.youtube.com/watch_popup?v=PwnM9pBH9QM#t=233

However this is contradicted to some degree by information provided by Kevin Dodd in the form of an excerpt from the JR PROPO RD 922 2.4GHz receiver system (Spektrum DSSS technology) installation manual available at <http://www.jrradios.com/ProdInfo/Files/JRPR922-Instructions.pdf>

IMPORTANT: DO NOT use a 4-cell 4.8-volt battery to power the PowerSafe.

Four-cell 4.8-volt batteries do not provide enough voltage head room (additional margin needed) necessary to power the system when heavily loaded. Under load, the system voltage can drop below the voltage system's minimum operating voltage threshold (3.5 volts) and cause loss of control.

The PowerSafe is capable of handling voltages from 6.0 to 10.0 volts. The voltage limitations are generally the servos. Most servos are compatible with 5-cell 6-volt packs, however, and 5-cell 6-volt NiMH packs have become the standard for many giant-scale applications.

Be aware that NiMH batteries have tendencies to false peak when being fast charged. Be especially careful and sure when using NiMH batteries that they are fully charged and have not false peaked.

Many pilots are using 2-cell LiPo batteries to power their aircraft. LiPo's offer greater capacity for their size and weight, plus make it easier to manage the charging.

However the story continues. Further fossicking by Phil uncovered the following article on the Spektrum website (<http://www.spektrumrc.com/Articles/Article.aspx?ArticleID=1855>) and it would seem that only newer equipment (both Tx and Rx) will perform in the manner depicted in the video.

QuickConnect Voltage Recovery System for DSM2 Air Receivers

Performance modelers have known for some time that care must be taken to assure adequate power supplies for their airborne system. It's true for all radio systems, but it's doubly important when using high-performance servos, flying harder maneuvers, and trying to save weight with inadequate batteries and/or regulators.

Spektrum systems are designed with an operating threshold of 3.5 volts, and lower voltages cause the system to shut down. When adequate power is regained (usually the drop is momentary), earlier Spektrum systems re-boot and rescan for two previous channels before control is restored - a process usually requiring two to five seconds.

The new QuickConnect feature, however, eliminates the scanning delay and restores control almost instantly. We have been integrating this upgrade into receivers in a running change. Here's how to identify if your receiver has QuickConnect:

With the system operating normally, simply switch the airborne power off, then on. If your system shows virtually no delay in regaining control, your receiver includes the QuickConnect feature.

Flashing LEDs indicate low voltage alert. QuickConnect allows most flyers to fly through common low-voltage situations caused by insufficient battery "headroom" - in many cases, without knowing a problem ever occurred. As a result, Spektrum engineers decided to program the system so that the receiver LEDs would flash, should the QuickConnect feature be triggered in flight. This can also be demonstrated on the bench, by toggling the airborne power.

If your receiver is missing one or both of these features, first off, it's important to recognize that the vast majority of flyers using "normal" servos with "normal" properly charged batteries will be unaffected by low-voltage issues.

However, if you're using numerous high-performance servos and wish to have your receiver system modified, simply return it to Horizon for free upgrading. Please return your receiver and all remotes, as all components must have the upgraded software for the new features to function. The best fix, however, remains assuring adequate power supply to the airborne system with sufficient voltage headroom.

Your flying success is of paramount importance to Spektrum as the leaders in spread spectrum technology, we're constantly moving the bar upward.

The moral of the story here is know your equipment, purchase from a reputable supplier and read the instructions.

Tingalpa Model Aero Club

Events Calendar 2010

Event Date	Event Type	Event Details	Convenor
Monday, 1 st February 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Saturday, 6 th February 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Sunday, 21st February 2010	Event	EDF JET DAY (9.00 AM -2.00 PM Porter Field)	Kevin Dodd Chad Barrett
Monday, 1 st March 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Saturday, 6 th March 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Sunday, 14th March 2010	Event	WARBIRDS DAY in conjunction with Southern Cross Air Force (9.00 AM – 2.00PM Porter Field)	Gregor Kruberg
Friday, 2 nd April 2010	Good Friday	Porter Field <u>closed</u> for all Flying	Secretary
Monday, 5 th April 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Saturday, 10 th April 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Sunday, 18th April 2010	Event	ELECTRIC DAY (9.00 AM – 5.00 PM Porter Field)	Ray Perrin
Monday, 26 th April 2010	Anzac Day	<u>No flying</u> before 12:00 Midday (12:00PM-Sunset Porter Field)	Secretary
Sunday, 16th May 2010	Event	FUN FLY (9.00 AM – 2.00 PM Porter Field)	Ron Dobbie
Monday, 7 th June 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Saturday, 12 th June 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Saturday, 19th June 2010 Sunday, 20th June 2010	Event	QUEENSLAND SCALE FEST incorporating Peter Cutler Memorial Trophy (9.00 AM – 5.00 PM Porter Field)	Noel Stewart Phil Gartshore
Monday, 5 th July 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President

Tingalpa Model Aero Club Events Calendar 2010 cont.

Event Date	Event Type	Event Details	Convenor
Saturday, 10 th July 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Sunday, 18th July 2010	Event	UNUSUAL MODEL DAY (9.00 AM -12.00 PM Porter Field)	Allen Danvers
Monday, 2 nd August 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Saturday, 7 th August 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Monday, 6 th September 2010	AGM	Club Annual General Meeting Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Sunday, 19th September	Event	HELICOPTER DAY (9.00 AM – 2.00 PM Porter Field)	Dave Walker
Saturday, 11 th September 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Monday, 4 th October 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Saturday, 9 th October 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Monday, 1 st November 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Saturday, 6 th November 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Sunday, 28th November 2010	Event	BI-PLANES & WARBIRDS DAY including a Swap & Sell (9.00 AM – 2.00 PM Porter Field)	Joel Davison Gregor Kruberg
Monday, 7 th December 2010	Meeting	Club General Meeting (7.30 PM at Moreton Bay Sports Club)	President
Saturday, 11 th December 2010	Working Bee	Working Bee Field Closed from 7:00am until complete	Gregor Kruberg
Saturday, 25 th December 2010	Christmas Day	Porter Field <u>closed</u> for all flying	Secretary

If undeliverable, please return to:

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

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Upcoming Events at TMAC

Monday 1st Feb	Meeting	Club General Meeting
Saturday 6th Feb	Field Maintenance	Working Bee
Sunday 21st Feb	Event	EDF Jet Day
Monday 1st March	Meeting	Club General Meeting

NOTE: During working bees the field will be closed to all flying from 07:00hrs until work complete.

**Next TMAC event is inaugural EDF Jet Day.
The field will be closed to general flying.**