

# Tingalpa Transmitter

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## Tom's Plane: Neil Robbins

Its call sign is Tango Hotel Mike Bravo. It's not the prettiest or best presented model plane around, but for those family and friends gathered at Tingalpa Aero Club on Saturday 18/5/2013, it was something beautiful to behold when it "slipped the surly bonds of Earth and danced the skies on laughter silvered wings". It hadn't had the most illustrious career. It started out as an inspiration, a hope, a dream and then became a goal. It began with some plans, some balsa wood, a few fittings, an engine and a whole lot of hours of labour until, eventually, the Mk 8 Spitfire (1:6.9 ratio) neared completion for its creator, Tom Bell.



Sadly Thomas Heatherington Macgregor Bell, or Tom, as he was affectionately known, did not live to see it fly. He succumbed to cancer in 2000. (continued page 10).





[www.tmac.asn.au](http://www.tmac.asn.au)

Convenor: Brian Fooks  
0407 166 837  
Email: [footul@ecn.net.au](mailto:footul@ecn.net.au)

TINGALPA MODEL AERO CLUB  
**SCALE DAY\***  
\* INCORPORATING PETER CUTLER MEMORIAL TROPHY

## Sunday 16th June 2013

**Judged flying starts at 9am**  
**BBQ Breakfast & Lunches available**



All entries must be scale—Electric, IC, Gas, Turbine or Glider

Prizes given for 1st, 2nd & 3rd in all categories

### Categories

- Up to 70"
- 70" - 90"
- Over 90"
- Pilots Choice
- Judges Choice

Location: Porter Field, Stanton Road West, Tingalpa 4173  
UBD Ref 162. Take Graystone Street to Minnippi Parklands

Camping available Saturday 15th June. Please contact Allen Danvers 0435 993 791 prior to the weekend for bookings.

### Kindly sponsored by:

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## President's Report: Noel Stewart

Welcome to the May edition of the Transmitter. This edition is a little overdue as our Secretary has been overseas on a much deserved holiday. During his travels he visited some places of aeronautical interest which were hoping he will share with us later in his report.



### MAAA / MAAQ news:

You might remember, in February I reported that our club had submitted a late proposal to host the 2015 Nationals here in QLD. I'm happy to report that at the recent MAAA Annual Conference held on 17<sup>th</sup>-19<sup>th</sup> May, our bid was accepted at the national level, and now passes through to the next stage of the MAAQ forming a sub committee to coordinate the event.

This is a very important stage as delegates from all 3 disciplines (Free style, Control line and R/C) now come together on this subcommittee to work out the details of where and when this will all happen.

On a global scale, one of our own members, Mick Warren, has been selected to compete in the F3C (helicopter) section of the World Titles in Poland later this year.

Financially, there is considerable cost involved in a competitor attending an event such as this. MAAA has assistance set aside for this, but ultimately a large part of the cost is born by the individual, as in many other sports.

TMAC has contributed to our representatives in the past and will contribute \$500.00 to assist Mick with his accommodation expenses. Congratulations to Mick for getting through to this stage and we wish him every success in this very competitive event.

### Around the pits:

As most of you are aware back in 2009-10 this club made a decision to embark on building our club canteen. The project required a significant amount of capital input which the club at the time could not cover. The decision was made to ask the members if they could contribute to the shortfall and the Promissory Note scheme as well as the Building Fund Levy (to repay it) were established. Sometime through the next membership year the club will have collected enough funds through the B.F.L. to start repaying some of the outstanding promissory notes. Members who have contributed will soon be contacted for their thoughts as to how they would like their contribution repaid.

## President's report continued...

Over the past 12 months the committee has found that grants for projects and equipment have become increasingly harder to obtain. They are also now requiring the applicants to provide a substantial proportion of the total amount requested.

With major expenditure on the toilet block upgrade this year and recurring costs increasing on maintenance (e.g. shade cloth and mower repairs / replacement etc) the committee has been looking at ways to insure our sustainability. At the May General Meeting the committee put forward a proposal that a B.F.L. remain beyond the original closure date of the current in 2015. This would be in place solely to provide capital to cover these major expenditure projects in the future. Members present also suggested that it be reviewed each year. The motion was moved and passed by the majority vote. This move should also give the club greater credibility when looking to apply for grants and loans etc.

Our current fee structure is on par with the other major clubs around the south east. Given the glowing comments regarding our facilities from inter-club visitors, and the public, it seems our membership dollar is going to good use.

### **Injuries occurring with electric models:**

I mentioned previously about the MAAA National Conference. Leading up to the conference the Agenda and previous minutes were made available to member clubs.

Whilst perusing the pages I was not surprised to read the following comment to the member's from the Secretaries report on accidents.

*“When one considers the amount of flying activity that our members are involved in during a year, the number of accidents reported is quite low. Unfortunately a marked trend of serious injuries sustained by electric powered models is becoming extremely apparent. It is hoped that continued vigilance by our members will keep these accidents to a minimum, thus preserving our members' good health and also the good standing that the MAAA enjoys with our Insurance Brokers. Treat every electric model as being 'live'.”*

Our facility has also experienced its own increase in accidents and incidents involving electric aircraft some serious enough for hospitalisation and surgery. Whether it's because of the proliferation of electric aircraft, a lack of understanding, or simple complacency, the bottom line is “These things bite and bite hard!”

In the interests of safety, please pay attention to the basics rules for all model aircraft.

A reminder of these rules and some safety tips are given on pages 8-9.

## Secretary's Report: Phil Gartshore

### Secretary Overseas on Holidays

You may have noticed that I have missed the last couple of General Meetings. This has been because I have been overseas on holidays. I did manage one aviation related activity during the trip, and that was to visit the RAF Museum London, by ditching my fellow travellers at the Camden Markets for an afternoon. The Museum has a fantastic facility with over 100 aircraft on site, so something for every aviation enthusiast to enjoy. There is a short article in this edition of the transmitter, and we will post more of the 200 or so photo's in future editions and on the TMAC web site.



### LARCS Field Operational Again

In the last Secretary's Report I noted that LARC's field was closed, and that TMAC had invited LARC's members to fly at Porter Field. The good news is that LARC's field has reopened, and operations are back to normal at Logan. I would like to thank TMAC members for warmly welcoming members from our sister club during this time.

### MAAA 68<sup>th</sup> Nationals 2015 Progress

The process for Queensland to host the Nationals in 2015 has progressed. The proposal was put to the MAAA conference in May, and was accepted. TMAC is therefore committed to the Nationals, and Tyson Dodd will lead the planning and delivery with support from the Committee and other clubs. All parties that have been involved in planning up to this point will now have to get together with the MAAQ committee to form a Nationals sub-committee so that the real planning can start as there is now less than 12 months before the final presentation is to be made at the next MAAA council conference.



# Secretary's report continued...

## Membership Renewal Time again

We are approaching the time when renewals are due again. The new membership form has been published on the TMAC web site. So, just a few reminders:

- 1. Your membership and therefore insurance lapses on 30<sup>th</sup> June 2013. You put the club and yourself at risk if you fly without current membership.
- 2. If you are paying via EFT, you still need to post/submit a completed membership form AND a printed copy of your EFT transfer to the club. This just allows us to match payments to members.
- 3. Once you have paid your membership, please carry you payment receipt with you until you receive your new MAAA license. MAAA generally starts sending li- censes to clubs in the last week of June after they close off the current year, so don't expect your license before the start of July, even if you renew early.
- 4. Remember that we will be using Membership Flags in 2013/2014. **This year they are yellow.** You must attach a membership flag to each transmitter you intend to operate at TMAC.

Please indicate the number of Membership Flags you require on the renewal form in the area for Radio Frequency Usage.

<b><u>RADIO FREQUENCY USAGE</u></b>
Number of Membership Flags Required: .....
Radio Frequencies used: .....



## SAFETY TIPS AND RULES.

### All aircraft are to be restrained on start up either by mechanical means or a person:

A mechanical devise (such as that sold by TMAC) is advised particularly when working solo.

It is not advised (and is actually dangerous) to use small tent pegs, short screw drivers or sticks as they do not give sufficient anchorage. These also represent a trip hazard to other members walking through the pits.

Refrain from using elasticised cord or octopus straps to restrain your model. These stretch far too much to cater for an engine on full revs. Use a heavier grade of rope tied properly, webbing or a solid restraint preferably.

### When arming electric aircraft:

Work from behind the wing to connect the battery not in front. Insure no one else is standing or worse sitting in front of the A/C or to the side of the prop. Many a prop has come away from the aircraft when started (particularly on a new I/C engine).

Insure the throttle is in the idle position. Assign the throttle hold function where available and use it so it can't start up if the throttle is bumped. (Refer to your radio's instruction manual ).

Remove the prop or disconnect one of the engine wires when performing maintenance on your model if the battery needs to be connected.

### Carrying armed electric aircraft:

Insure the fail safe function is set and working correctly to stop the motor in case of a radio / receiver failure. If you don't know how to set this function ask some one who does. This is invaluable with I/C powered aircraft as well.

Carry your radio with your thumb holding the throttle down and away from loose clothing. This way you will be less likely to bump it or catch it on your clothing which could cause your engine to burst into life.

Carry it with the engine pointed away from your self and others.

Refrain from carrying any propeller driven aircraft at head or shoulder height until you are at the flight line ready to hand launch.

**Flight:**

For the safety of all members, pilots are requested to not hand launch from within the pilot's position. Please hand launch from the eastern or western end outside the pilot's position, then return to the pilot's position to fly.

At the end of your flight, please disarm the aircraft as soon as practically possible.

Do not taxi back into the pits area. Please observe the signs at the end of the taxi ways and shut down your engine or carry the aircraft (if electric) back to the pits, where it can be restrained and safely disarmed if you are unable to disarm at the flight line.

Having personally been on the receiving end of a serious electric aircraft injury, I can assure you that it's not something one looks forward to a second time. I consider myself very lucky in that it only cost me an hour in theatre, 2 nights in hospital, 2 months of physio and 6 months of time to regain full use of three middle fingers on my left hand. They could have easily been amputated. Remember the three R's and avoid the scars.

Restrain your aircraft.

Refrain from maintenance with props and rotors attached.

Remain vigilant at all times of your aircraft and people around you.

TREAT EVERY ELECTRIC MODEL AS BEING ALIVE.

## Calendar Photographs—2014

Planning is underway for the official TMAC calendar for 2014.

David & Randall are attempting to take as many photographs as possible that illustrate the wide variety of people and planes we have at TMAC.

It would be great if other members could also forward me their favourite photographs for possible inclusion in the calendar, along with the names of the pilots and their planes. It would also be good if pilots tried to avoid wearing brown jumpers in any of these shots.

Please email your photographs (in large format) to [c.alston@iinet.net.au](mailto:c.alston@iinet.net.au)

## Tom's Plane ..... Continued from page 1

The plane provided many hours of satisfaction for Tom in his last months, as he worked towards that ultimate goal of completing his project. He would arrive home from his hospital visits after Chemo and, when able, would work for hours shaping, gluing, fitting and painting. Tom liked to work with his hands, and the attention to detail was evident in his plane. In a moment of what might be considered a “second wind”, only a couple of days before he passed away, Tom got out of bed and spent some time explaining to his 13 year old grandson, Scott Wills, what he still needed to do to complete the plane. In the few days following, Scott worked tirelessly to make the plane presentable, so that it could be displayed proudly at Tom's Memorial Service.

Tom always had an interest in planes. He had, some years ago, spent a number of Saturdays at the Tingalpa club, where he was originally inspired to build his first model plane. He served in the Royal Australian Air Force during the war years and was stationed at Oakey Airfield for a time. He was part of the guard detail that kept watch over “G” for George when it was there on one occasion in 1944. With his trademark cheeky grin he proudly confessed to sitting in the Pilots seat during its visit.

When Tom passed away, a friend of the family, John Litzow, carried out the final fitting and painting of the plane to the point where all it required was the final trimming and balancing. John had made it clear that he didn't want to be the one to fly it when it was ready - he wasn't game enough, knowing how much time and effort Tom had invested in it. So we sought out a contact from the Aero Club who might be interested in fulfilling this significant role. We asked if he could get it tested for the family unveiling. This is when its checkered past began.

Because the balance wasn't correct (we believe), on its test flight it had a disastrous landing and appeared damaged beyond repair. It was retrieved and placed in safe storage awaiting repair for about 8 years. Through a new contact we made at the club, Malcolm Bouchard, we were put in touch with Col Jones who enthusiastically began the repair and restoration of Tom's beloved plane.





Finally, Tom's wife Olive, his sister Helen, youngest brother Gordon and his four daughters, along with various other family and friends (21 in all), wearing their tartan scarf's and broaches in memory of Tom and his Scottish heritage, gathered to see Spitfire THMB take flight. It took off, flew and landed safely to a mixture of joyous claps, quiet reserved reflections and even a few tears (not to mention, a great deal of relief for the pilot that day, Col Jones).

Olive wrote after the flight:

"Just arrived home from a very special day. The plane that Tom (my husband) worked on during his cancer treatment flew for the first time today. All the family, along with his sister, brother and grandchildren, were there to see the great event.

It was not only a very happy time for us all, but it was a very emotional one too, as Tom never lived to see it fly.

Over the years I have learned to accept that Gods thoughts are not our thoughts, neither are His ways my ways.

Many, many, thanks to all those who helped to get the plane ready to fly.

Thanks a lot.

Olive Bell



It was a truly memorable day for Tom's family, made even more memorable through the efforts of Malcolm, Col and all at Tingalpa Model Aero Club, so to you guys a BIG thank you from all of us.

## Flight Improvement Program: Phil Gartshore



### *Information, tips and tricks on wings manoeuvres.*

Welcome to the seventh in a series of Transmitter columns 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.

#### Procedure Turn

The procedure turn is a manoeuvre that many new pilots have no idea how to perform. Full scale aircraft generally use a procedure turn when it is necessary to perform a course reversal to establish the aircraft inbound on an intermediate or final approach course. The manoeuvre is usually performed whilst descending. For your Wings test, the manoeuvre is performed at constant altitude.

From your entry line of flight, start turning at one radius distance before centre and circle 90° outwards, then, 270° the other way, and finish back on the entry line of flight, heading upwind.

Maintain the same height and radii throughout. Note that because the manoeuvre begins at one radius before the centreline, you will be looking directly at the model's tail-end as it reaches the centreline in front of you. The circling should finish at one radius distance from the centreline on the other side to that which you started, and you should be flying your exit line on the same path as your entry line.

#### Procedure Turn from the Left

This manoeuvre (Figure 1) is performed in front of the pilot's position and is required to be performed from both left and right.

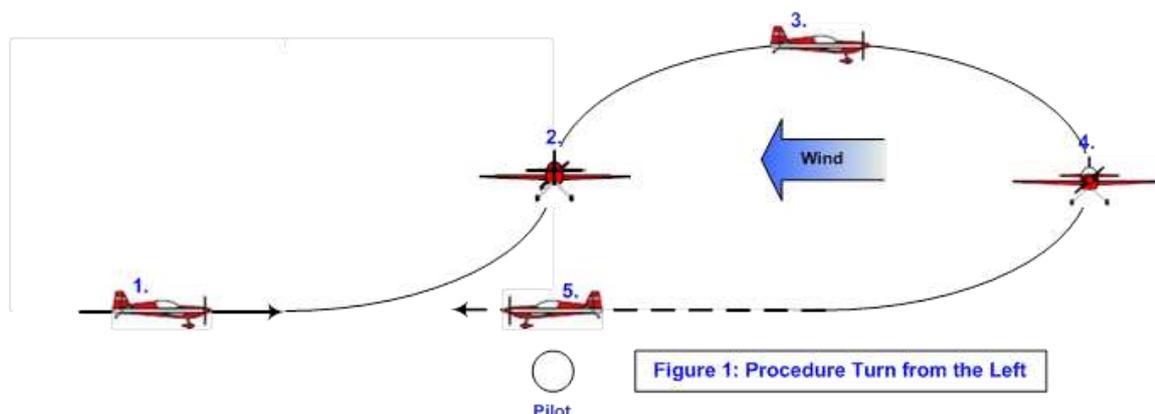
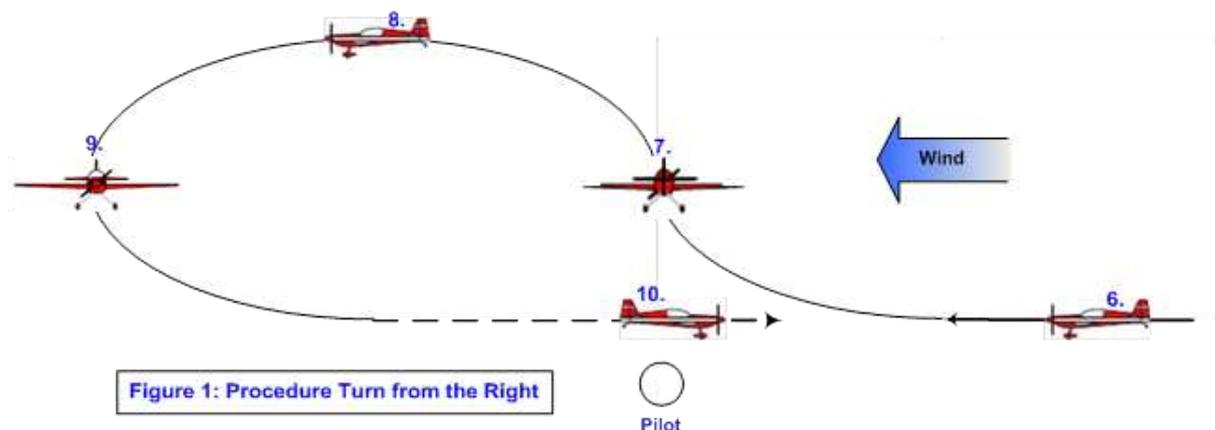


Figure 1: Procedure Turn from the Left

1. The manoeuvre must be flown parallel to the strip, and far enough out from the Pilot's position so that the shape, which is in the horizontal plane, is easily seen. Begin at (1) with a 30-metre straight and level entry line from the left.
2. Commence a left turn of 90 degrees (1/4 of a circle) 1 radius to the left of the pilot until you are flying outward in front of the Pilot's position at (2).
3. Now make a right turn of 270 degrees (3/4 of a circle) using the same radius passing through (3) and (4).
4. Continue the circle until the aircraft joins the extended approach line 1 radius to the right of the pilot's position in the opposite direction. Continue along the approach line and complete the manoeuvre (5).



### Procedure Turn from the Right

The Procedure Turn from the right is just the reverse.

1. The manoeuvre must be flown parallel to the strip, and far enough out from the Pilot's position so that the shape, which is in the horizontal plane, is easily seen. Begin at (6) with a 30-metre straight and level entry line from the right.
2. Commence a right turn of 90 degrees (1/4 of a circle) 1 radius to the right of the pilot until you are flying outward from the Pilot's position at (7).
3. Now make a left turn of 270 degrees (3/4 of a circle) passing through (8) and (9).
4. Continue the circle until the aircraft joins the extended approach line in the opposite direction 1 radius to the left of the pilot. Continue along the approach line and complete the manoeuvre (10).

### Tips for Procedure Turn:

- Slow Down. Do not fly at full throttle;
- Maintain the same angle of bank in each of the turn segments;
- Maintain constant speed throughout.

*Remember to end up with the canopy pointing to the sky, and the wheels to the ground.*  
Phil Gartshore (AUS 7840)



Tingalpa

Model

Aero Club

# Fly Anything from WW1

(Tigermoth & Stearman Free Zone!)

Electric WW1 from Dawn - IC from 8.00am – 1.00pm

Prizes for Best of Meet & Pilots Choice

Barbecue & Drinks Available



All Pilots **must hold** a Current MAAA Licence

Large Models **must have** current Permit

Registration from 7:00am Pilots Briefing 8:00am

Contact: Adrian Hellwig 0478 054 854

Location: UBD Ref 162 [Take Graystone Street to Minnippi Parklands]

## Turbines over Tingalpa: Tyson Dodd

Sunday the 26<sup>th</sup> May brought perfect weather for the first annual Turbines over Tingalpa Jet Day. Pilots from as far a Hervey Bay and Lismore began arriving for an early start from 6am, with the word out that a Breakfast BBQ was to be had. Following a quick pilots briefing at 8am, some fantastic flying ensued.

Comments from visiting jet pilots were made with regards to the strip, so I would personally, and on behalf of my fellow pilots at TMAC, like to thank the tireless efforts of our field crew for the strip maintenance. You know who you are!!

The day saw 21 pilots and approximately 250 public who came for a show, and what a spectacular show they got. There were several new jets brought out of the building rooms, including several F16's, MB339's, some fast jets in a Flash and even a Turbo Prop. With flying wrapping up about 1pm, we opened the field to general flying after a short presentation of some awards to the pilots, These presentations were kindly made and donated by Chris Patterson. On behalf of myself and all the pilots, I would also like to thank those who helped me with the breakfast BBQ, and the Collins family for maintaining the BBQ throughout the day.

For more great shots of the day, go to the TMAC website.



## Royal Air Force Museum London Visit: Phil Gartshore

While travelling in Europe recently, I ditched my fellow travellers for the afternoon at Camden Markets, caught the Tube to Colindale (about 30 minutes from central London), and walked the fifteen minutes to the old Hendon Airfield site. The Royal Air Force Museum London, commonly called the RAF Museum, is dedicated to the history of aviation and the British Royal Air Force. Entry is free. There is too much to see in one afternoon, but I whizzed around and snapped as much as I could.



If you are a war bird enthusiast, and want to get close up, this is well worth a visit, with over 100 aircraft on site. There are three main buildings dedicated to aircraft aviation, artefacts and memorabilia on display, as well as world war two displays including Bomber Comber Command, and recordings of Churchill's wartime speeches.

### **Battle of Britain Hall**

The Battle of Britain hall hosts the exhibition depicting the story of the world's first decisive air battle. Our Finest Hour is the stunning audiovisual presentation of the Battle and is shown hourly.



## Milestones of Flight

The Milestones of Flight building was opened in 2003, 100 years after the first powered flight by Orville Wright. It has high viewing areas and state-of-the-art interactive technology.



## Bomber Hall

The Bomber Hall holds the museum's collection of historic Bomber Aircraft. It is also crammed fighters, and helicopters





I have to confess that I was so excited leaving the RAF museum, that I boarded the tube in the wrong direction and ended up at Edgware. Doh! This is just a few of the photo's I took during the visit. We will endeavour to publish some more in coming editions of the Transmitter, and also put some up on the TMAC website. For more information on the Museum, go to <http://www.rafmuseum.org.uk/>

## Canteen Decorations: Gregor Kruberg

You may have noticed some new decorations in the interior of the canteen. A light aircraft propeller and portraits of Kingsford Smith and Charles Ulm, are now displayed on the back wall above the stove area.

The propeller was donated to TMAC many years ago by, I believe, Ross Patterson. It was stored in the old bunker for some time. Then, Lionel Weeks volunteered to restore it and provide safe keeping so that we could install it in a future club house.

Displaying it in the completed canteen now is most appropriate. If anyone can provide more information on the story of the propeller please contact a committee member.

Thanks goes to Lionel Weeks for the restoration, and to Will, Allan, Dave and yours truly, who in Dad's Army style, managed to successfully hang it on the wall.



# Norfolk Island Island

## Fly-in News

**Book soon! Don't miss out!**  
**Great package deals available 1st to 8th October**

**Visit our country members. They can't wait to welcome us and have a great time!**

If you are thinking of going, take that step and get your booking sorted. We already have members, friends and partners confirmed:

- Allen & Linda Danvers
- Will & Chris Sipma
- Michael & Gerda O'Donnell
- Ted & Dianna Hacker
- Phil Collings
- Randall Mowlam
- Dave Walker
- Bob Romano
- Kel & Isobel Barnes (from Rocky "RAMAC")



**Some great venues . Also have a main field near the airport and airport available as well! How could you resist the beauty and the challenge.**



**Contact Allen Danvers (043 5993791) if you have any questions or need advice or better still go straight to the lovely Jacqui Jackson**



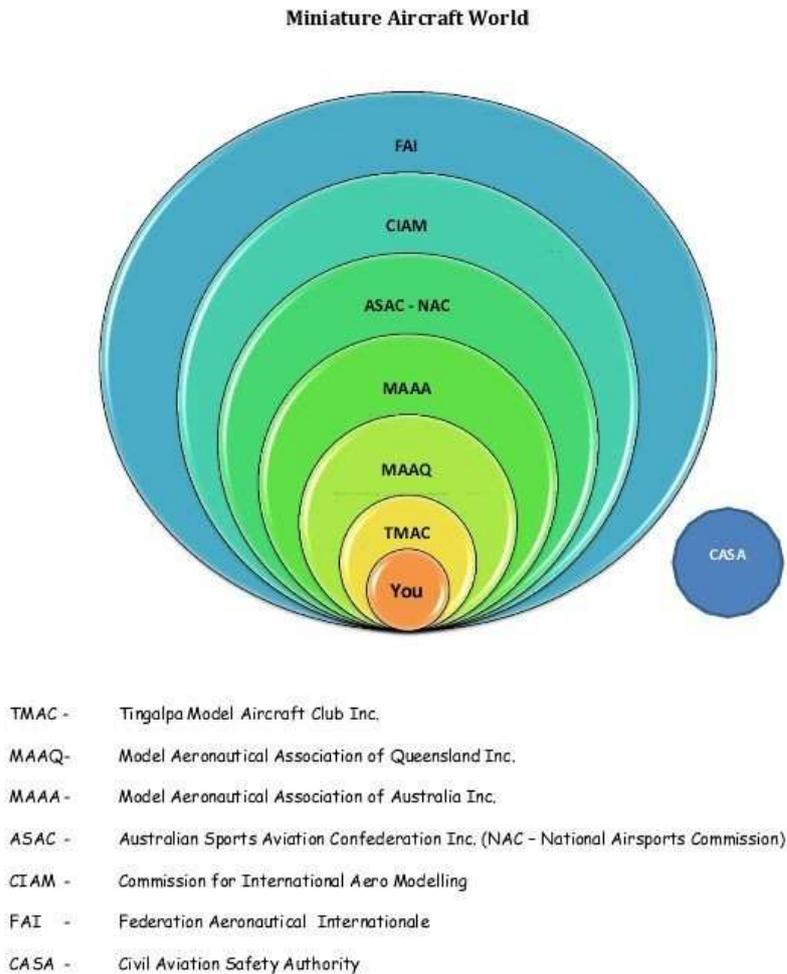
  
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## Where do aero-modellers fit in the big picture?

Have you ever wondered how all the different associations that govern our sport fit together? At a recent general meeting, Kevin Dodd used this graph to illustrate the structure of the world of model aircraft.



**BREITLING**  
OFFICIAL WATCH

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