

The Tingalpa

November—December 2008

TRANSMITTER



*40 years at Porter's Field
1968—2008*



In this issue

Helicopter Day - Report and Pictures

Pictures from TMACs 40th Birthday

News from Kuwait



Tingalpa Model Aero Club – www.tmac.asn.au

MANAGEMENT COMMITTEE

President.

Peter Stevenson 0419 024 692 President@tmac.asn.au

Secretary.

Phil Gartshore 0407 070 263 TMAC Secretary PO Box 2108 Tingalpa QLD 4173

Treasurer

Jim Viles 0413 876 531 jmv_bao@fairpricetelecom.com.au

Registrar

Noel Stewart 0412 525 127 registrar@tmac.asn.au

Committee Members.

Committee member (Liaison Officer).	Will Sipma	3901 2208
Committee member (Editor)	Peter Biddle	0402 403 469, tmaceditor@bigpond.com
Committee member (Web Master)	Randall Mowlam	WebAdmin@tmac.asn.au
Committee member	Glenn Crossley	
Committee member (Field maintenance)	Gregor Kruberg	3397 5697
Committee member	Allen Danvers	
Committee member	Michael Hobson	
Plan Library.	Ted Hacker	3355 4714

TMAC Life Members

Doug Kent, Will Sipma

TMAC Life Member's Trophy.

Dave Gibbs

Flight instructors.

Tony Gliddon (07) 3899 0885
0408 648 379

Noel Wilson (07) 3890 2520

Heavy model inspectors.

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

Turbine model inspectors

Kevin Dodd, Phil Collins.

On The Cover

Seen recently in the skies over
TMAC a Extra 300 flown by
Tony Gliddon.

From the Editor.

Last issue we had an article on building a large model from scratch. This time, thanks to our member in Kuwait we look at ways to improve the humble ARF.

It was great to see the turnout at the 40th Anniversary dinner a couple of weeks back. I add my thanks to Will and his team who organised everything.

Also in the edition we have a report and pictures from the Helicopter day back in September. I looked in on this event for a while and it confirmed to me that helicopters do disregard all laws of physics and gravity. Some truly amazing flying, thanks guys.

Due to space limitations the second instalment on flaps has been help over until the next issue.

Going back a couple of issues where I inadvertently confused pictures of Noel Stewarts Piper Cub with somebody else's. The real owner of the model on page 2 of the July—August edition was John Bray. Apologies for the mix up guys.

Peter Biddle

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



Presidents Report

40th Anniversary Celebrations - Saturday 18 October

The Club's 40th Anniversary dinner was a great success the best club social event I have attended for many years.

Approximately 150 members and guests attended the evening celebrations, and were greeted by a three piece band and many friendly faces, some who have not been down to the field for some time.

It was good to see so many people meeting up with old friends, and reminiscing over model planes and past good times.

Many people put in a lot of effort to make the evening such a success. I take this opportunity to thank them all.

Firstly, to the man who came up with the concept of a dinner, who organized the catering and the entertainment for the evening, and basically put in his time, effort and skills to ensure the Club's 40th Anniversary would be celebrated by its members past and present.

Thanks WILL SIPMA.

Will had many helpers. On the cooking side were Will Sipma and his wife Chris, Doug McIlwraith and his partner Monica, and Richard Symes.

The field looked immaculate thanks Gregor Krueberg, Dave Walker, Glenn Crossley and Joel Davison.

Members often take the field for granted, but it is these guys who hop on the mower or walk with wiper snipper who make the field look so good.

Entertainment for the evening included playing of 3 DVDs including the Clubs History which was put together by Dave Gibbs.

It was for this and other services to the Club over the years that Dave was this year's recipient of the Life Members Trophy, and was presented with the award on the night.



The Buster Danvers Trophy was awarded to Mike Ross. This award is given to a club member who has had a hard time during the year, but keeps coming back and flying. Well done Mike.



Special entertainment for the evening included night flying.

Doug McIlwraith flew an electric plane with a special light display fitted to the plane, which looked fabulous with the 3-D maneuvers.

Mike Warren flew a helicopter fitted with special lights on the rotors, which made for a most spectacular visual display.

Our special guest for the evening was Gary Young, representing the Porter family. Gary gave us an insight to what life was like 40 years ago at the Porter filed, and I thank Gary for giving us his time.

I was looking at the Club's History DVD on the Saturday afternoon, and it highlighted to me how much members had given to the club.

I pay special mention to our 3 Life Members, Jack Richters, Doug Kent and Will Sipma.

I also pay mention to some of our long serving past presidents. Jack Richters – 8 years; Will Sipma – 8 years; Kevin Dodd – 5 years; Allen Danvers – 4 years

Without their stewardship over the years the Club would not be such a strong club as it is today.

Finally, I would like to thank all the members who came along to celebrate our Club's 40th Anniversary. It was great to see so many faces, and shows to me what a great Club and spirit we have at TMAC.

Motor Tuning Area

You might have noticed a very trendy shade cloth over the motor tuning area.

Thanks go to Dave Sipos for organizing and driving

this project to completion. Well done Dave.



Working Bee

Only a few people turned out to help. I would like to thank Dave for bring his bobcat and moving a lot of soil to fill in the holes in the outer filed, so that it is

easier to mow.

Also thanks go to Gregor Kruberg, Glenn Crossley, and Jim Viles to name a few.

Events 2009

We have had a number of very successful events this year, and would like to set in place a program for the 2009 calendar at the November Club meeting, and finalise at the December club meeting.

If you have any suggestions, and would like to run an event, please bring your ideas to the next meeting.

Good Flying
Peter Stevenson

TMAC 40th Anniversary Celebration



Pictures by Jerry Wu & Peter Biddle

From The Secretary

Use of Frequency Boards

We have had some complaints from members regarding the use of frequency boards at the field, and have included a page in this issue on their use as a reminder to all members.

Please remember that the club is for all members and adhering to the club by-Laws is the best way for all members to enjoy aeromodelling and receive value for their membership.

In particular, there have been issues related to the 2.4 GHz board. There is no reason for the current limit of ten transmitters in operation at the field to constrain members, provided that we all stick to the 20 minute rule.

Please note that the MAAA has advised that it has no plans to change the maximum number of simultaneously operating 2.4 GHz transmitters. While a 2.4 GHz radio cannot "shoot down" another radio, there are limitations to the technology, which will reduce responsiveness of some systems as the number in operation increases. For more information on this, please refer to the MAAA Manual of Procedures MOP058 at <http://www.maaa.asn.au/maaa/mop.html>

TMAC By-Laws require the use of the frequency boards for the following reasons:

1. To enforce the 20 minute rule;
2. The reserve frequencies in the 29MHz, 36MHz, and 40MHz bands;
3. To limit the number of simultaneous radios on the 2.4GHz band to 10;
4. To identify current TMAC members flying at the field with a current sticker in their key; and
5. To ensure that any insurance claims are not invalidated due to non-conformance with club By-Laws.

Porter Field 40th Anniversary Dinner

The celebration at the field was a great success with [number] attendees. It was great to catch up with special guests and past members.

Congratulations to Will and his team of helpers, who made it a great event. In addition, well done to the team of "mowers" who made the field look a treat.

Thanks also to Randall Mowlem, who posted photo's of the event to the web site in near real-time from the field.

MAAQ Annual General Meeting

The MAAQ held its AGM on the 13th September, which I attended. All positions received only one nominee, and so were elected by a show of hands as follows:

President	Warren Hathaway
Vice President	Lindsay Moore
Treasurer/Registrar	Robin Klau
Secretary	Darryl Gunst
Airflow Editor	Doug Moody
RC Administrator Sth Qld	Mike Snabaitis
Publicity Officer	David Garle

TMAC Annual General Meeting

The AGM was held on Monday 3rd September, where officers were elected for the 2008/2009 year. Congratulations to Noel and Randall as new members of the Committee.

President	Peter Stevenson
Secretary	Phil Gartshore
Treasurer	Jim Viles
Registrar	Noel Stewart
Committee Member (Transmitter Editor)	Peter Biddle
Committee Member (Field Maintenance)	Gregor Kruberg
Committee Member (Web Administrator)	Randall Mowlam
Committee Member (Liaison Officer)	Will Sipma
Committee Member	Allen Danvers
Committee Member	Glen Crossley

Incidents

We have had an incident in the last couple of weeks, where a model crashed onto the public entry road leading to the field, and member of the public had to stop his vehicle as a result of the model blocking the road.

A reminder to pilots that if a model crashes or lands onto any public area, please report it to the TMAC Secretary so that, if a member of the public contacts the club about the incident, we can deal with such calls with an understanding of the events.

In the event that anyone is injured, the MAAA Insurance Broker requires that all accidents and incidents having the potential to result in an insurance claim are reported and the details recorded on the appropriate MAAA forms. A minor cut or bump etc resulting from a person being struck by an aircraft may not look or be considered serious at the time, but medical complications could develop later.

Maintenance and Works at the Field

Thanks to Dave Sipos and his helpers for erecting the awesome shade structure over model run-up area to the east of the pits so we don't die of heatstroke in the summer. Please make use of this facility when you need to spend time tuning or troubleshooting your engine.

Heli Day 2008

REPORT

The day began beautifully with clear skies and little wind. At the 8.45 Pilots Briefing we had 45 Registered Pilots and close to 100 helis on show. The helis types covered most facets of this sport. Electrics, from the 450 Trex to the new 700 were plentiful. Both nitro and petrol, I.C.s' from 350 to 900 added to the line up. 3d models were plentiful, along with a good number of Scale models.

This year we invited businesses, to show their current range of products. This proved to be a winner for all. Chris Jolly, from "RC-Rotoflight", had his GCT blade and accessories. Chris also bought along products from "Heli Hoods and Graphics". Many thanks to Bill Vale for his involvement in this year's event. Wayne Brooks, from "Brooknet" also had what proved to be a very popular stand. Wayne set up a large screen TV and gave everyone the opportunity to try out the latest version of the "Phoenix Simulator. Must have been good, Wayne sold out just after lunch.

Now, speaking of lunch, our sausage sizzle again proved to be successful. Congratulations on a great job, Graham Lowe and Dave Hayward. For those who weren't there, the wind had really started to blow and the boys had a hard time keeping heat in the plate. Thanks to "Heli Heaven" and "Carba-Tech Tools for donating the food. The BBQ, has always been our only source of income at this event. This year the money will contribute to the improvements to facilities within the club. Covered pits within our

new heli hovering area are in the planing stage. At this point I would like to thank all fliers and followers for making this day memorable. Our aim is to have a nice relaxed day and it seems that we are, doing just that. There was a constant flow of pilots to and from the flight line, a lot of talk and plenty of food and drink. This event is getting bigger and better each year, with fliers coming from places as far away as Ballina, Toowoomba, Coolum and many from our local clubs. Thanks to all fliers for keeping the Safety factor in mind. We only had a few crashes, with the only things being hurt, helis and hip pockets.

Around lunch time we had the usual lucky door prizes. This year we gave away a Trex 450, compliments of Watts Up RC. A Phoenix Simulator supplied by Brooknet. GCT Blades donated by RC-Rotoflight and QRCHA. Two \$50.00 Vouchers, Holographic Blade Stickers, T Shirts, Canopy covers and Caps from Heli Hoods and Graphics. Heli Heaven also threw in a number of Electric Planes. To all the sponsors, thank you.

Lastly, but not least, thank you Randall and Dr. O for their support in setting up this event. To Josh and Brendan for taking care of the Transmitter Pound, and all the other TMAC boys who helped set up this great day.

Thank You All
See you all next year
Dave



Pictures by Randall Mowlam

Use of the Frequency Keyboards

The Committee has received several verbal complaints regarding the use of frequency keyboards, particularly the 2.4GHz board at the field. These relate to Frequency Keys being left in the keyboard for extended periods whilst not flying, which has resulted in other members wishing to fly being unable to fly, even though virtually no other member is flying, due to board congestion.

The committee has undertaken an informal investigation into the matter, which has revealed a number of unacceptable behaviours by members, including some senior and long standing members who should know better!

ISSUES

- **Members not complying with the 20 minute rule, particularly with respect to the 2.4GHz key board;**
- **Members not placing their transmitters into the pound upon arrival at the field and after flying;**
- **Members using 1" keys;**
- **Members using radio equipment without placing their frequency key into the appropriate board;**
- **Members leaving their key in the board upon departing the field for the day; and**
- **Removing of keys from the board without the assistance of another member to ensure that the owner has actually departed.**

Use of the keyboard is not optional. The following is a reminder of the relevant sections of the TMAC Operational By-Laws, and MAAA Manual of Procedures (MOP):

- **No person shall occupy a radio channel for a period in excess of 20 minutes unless it is confirmed that no other person is waiting to use that channel. (*TMAC Operational By-Law 02*);**
- **Radio transmitters must be placed in the transmitter pound immediately upon arrival at the field. (*TMAC Operational By-Law 03*);**
- **No person shall use a frequency control key in the frequency control keyboard which is less than fifty (50) millimetres (2 inches) wide. (*TMAC Operational By-Law 02*);**
- **Radio transmitters must not be removed from the transmitter pound until the proper frequency control key has been placed in the appropriate keyboard position; except when they are removed to be taken away from the field. (*TMAC Operational By-Law 03*);**
- **Radio transmitters must be switched OFF and placed in the transmitter pound immediately upon completion of a flight and/or ground test, and the frequency control key removed from the keyboard by the person replacing the radio transmitter in the transmitter pound. (*TMAC Operational By-Law 03*);**
- **The maximum number of transmitters to be available for use under this system at the same time is not to exceed ten. (*MAAA MOP058 2.4 GHz EQUIPMENT POLICY Clause 3.8*).**

Please note that the MAAA has advised that it has no plans to change the maximum number of simultaneously operating 2.4GHz transmitters. If you are concerned about the security of your transmitter in the transmitter pound, please feel free to use a transmitter case in the pound, and place your transmitter in it when not in use.

In summary, the use of frequency keyboards fulfils the following:

- **To identify members as being financial, via the appropriate coloured sticker on the key;**
- **To reserve a frequency on the 29MHz, 36MHz, and 40MHz bands;**
- **To enforce the MAAA limit of 10 simultaneous radios operating on the 2.4GHz band;**
- **To enforce the 20 minute flight limit rule; and**
- **To ensure that any insurance claims are not invalidated due to non-conformance with club By-Laws.**

Failure to comply TMAC bylaws and the MAAA MOP may affect the status of any claim made under the Club's Insurance Policy if it can be shown that any By-Laws were not being complied with at the time.

Please take the above on board, and remind other members if you see them not complying. It is in all our interests to have a well run club that benefits all members.

Safe flying,
Phil Gartshore (Secretary).

Flying in Kuwait. Spitfire 40

How to dress up a weekend favourite by our Kuwait correspondent, Peter Fraser.

My passion has always been warbirds, but some of the new ARF offerings leave me a bit cold! Look at the picture of the Blackhorse 40 ARF and to be honest it looks a bit like a toy aircraft and not very inspiring.

The last scale day I attended left me in awe as to the efforts and lengths that some of our fellow modelers will go to in order to produce a model that one is proud to put on the flight line. You only have to see the effort that Lionel Weeks puts into his models to be inspired. One day I hope to build such a quality aircraft. In the mean time, the project, and everyone of us needs a project, is to dress up an ARF (in this case) into something just a bit more interesting and inspiring. A bit more something.....

I am not blessed with unlimited time and alas, still have to work for a living, albeit in the aircraft training industry here in Kuwait. So I decided to put my limited time and budget into something that I have a passion for, and will also be keen to put on the line each weekend. Or as is the case now, reserved for the best days flying or when I feel like a bit of a buzz.

My apartment in Kuwait has two bedrooms and a maids room. As Pam and I share the role of maid, more Pam than I, a work bench and model room was quickly established. Only small, but adequate for now. (Another reason for the ARF).

As mentioned, I have found my niche in the aeromodelling world with an unbridled passion for the Spitfire. Something about the lines and the style of the aircraft seem to grab the attention of not only myself but as I have found out, most other modelers and visitors to the local field. Since my arrival in Kuwait, my local field is a fairly rough patch of ground that we arranged to have scrapped flat with a grader. It is very open and a nice spot to fly before the sun gets too hot. At the moment the temp is well over 45 degrees by 0900 and we usually fly from about 05.00 to about 07.30. Well it is summer here!

A spitfire ARF was a logical choice but and there are plenty to choose from, but what criteria should be applied. I selected a BlackHorse Spitfire 40 from my local hobby shop for several reasons:

1. The one hanging from the ceiling, not from the picture on the box, was a good looking model and I liked the lines, the general pro-

portions looked about right, and I felt that the basic structure had a nice "vibe" to it. The cockpit was nice and open with plenty of room for what I had planned.

2. The proprietor had one in stock, and I had an OS 46 AX that was looking for a home. (more on the selection of a power plant later)
3. The Blackhorse 40 spitfire ARF is very competitively priced.
4. I like to support my local Hobby shop

So there are the basics, an ARF that is ready to assemble and the engine ready to go in, and all at an affordable price and can be assembled and modified in my small workshop.

The Plan.

Research is the key to most successful projects, and as I was itching to get started, I decided to look up some web sites. Good move, as there are many "blog" sites to read. I found one on the Black horse spit and proceeded to read some good and some not so good critiques on this particular model.

The main concerns seemed to be the quality of wood, the lack of glue in some critical joints and the graphics are not terribly well applied. On the other hand one chap in particular seemed to have had great success with his and had even invited other readers to fly his model. A fair trip to the States however for a test fly!!!

Several great sites were found on the aircraft itself. It seems that the good folk at Blackhorse had modeled the aircraft on a live example and B-ZD is a much photographed aircraft. Interesting though the serial No of the real aircraft is MH 434, the model has the graphic MH 344. (Perhaps I will make a true scale modeler one day after all).



Research articles help to get the feel right

Inspection

Looking at the kit I was very pleased with the graphics, which were already applied and had only a slight colour difference between the cowl and the main fuse, the cowl being painted at a different stage during its manufacture. The interior showed no evidence of excessive glue; indeed some of the joints did look a little suspect. I simply applied some thin ZAP to most of the joints that I could reach and

decided to mix up some epoxy for the fire wall and applied it as a fillet via a piece of bent wire. I also cut the excess length from the engine mount bolts as they protrude well into the tank bay. The picture above shows the lower two bolts shortened. Fairly happy with the wings and just a little bit of thin Cyano, again around areas that could be reached easily prior to joining the two halves. Some of the



decals required the touch of a suitably warmed iron, not too hot, and the wing panels looked great. I did feel that the wood used for the leading edge sheeting was very light and of poor selection.

Tail feathers looked good and all were straight and fairly light but strong. Better quality wood used here. The biggest problem was getting the wing to body fairings to fit nicely. Lots of time here with trial fit and wing install on an off numerous times.

Now for the fun part; the cockpit. Very good transparency supplied and the nice bubble shape canopy with a good quality pilot which was of correct proportions and nicely painted. A slight trim was required to give the step shape at the rear below the radio bay and the installation of a rear view mirror which was made from bits in the workshop and some aluminum tape.



Modify the cockpit and add a rearview mirror

Much more interesting cockpit and functional Antenna.



Modifications

Instruments should have bezels and the stick on instrument panel looked silly on its own. I added some more interest by including some other instru-

ments, and made bezels for some of the existing ones. I added a Gyro stabilized gun sight, a stick and yoke, a head rest and a radio bay. A couple of other bits and pieces to complete what I think is a much more interesting cockpit. The radio mast is the final part, and why not uses it for your antenna lead as intended. At this point I have just sent the purists and the real scale fraternity for a panadol and a good lie down! Lionel, Gregor and Tiz etc if you are reading this I'M SORRY.

However, the aim is produce a very pleasing result, without huge modifications and an overdraft required to purchase additional accessories. Everything was made from workshop bits and pieces, and I reckon it looks great. You can be the judge for yourself.

The last couple of additions were the installation of cannons on the wings, a tail light and some wheel spats. Again, not really scale, not even really close. What self respecting spitfire would appear without such accessories?



Tail light added



Guns and spats in place

Assembly

The ARF is built in the usual manner and I was happily completing the project and was about to install the OS 46. I was pondering the idea of a right angle muffler or extension, rotate the mount to hide more of the exhaust or just go with what the instructions said.

A friend of mine had decided to expand into big aircraft and I had always admired the sound from a 4 stroke. You guessed it, an OS FS-70 II Surpass was obtained, and the necessary funds were transferred. I recalled the blog site, and the happy results of the U.S. aircraft, were obtained with the same powerplant. A four stroke really is the only way to go if you can manage it.

I had read some articles on overheating and decided that this was not going to be a problem. An article in An old AMI, yes I keep them all, outlined a method of creating an area of low pressure at the leading edge of an opening. I opted for this technique and I

Engine and cowl fit. Take your time.



feel that it has allowed a great result. Again, not scale but the result works very well indeed, and as the real estate agents say: if you can't hide it, then feature it with some high visibility decals.

Radio Installation

Some changes then to the HITEC Optic 6 radio installation were necessary, as I was conscious of not altering the CG from the recommended position. I



The slight protruding leading edge gives a low pressure behind and sucks hot air out.

also fitted a larger tank than the supplied one, figuring that when I fly the aircraft I don't want to be fuel limited.

All the servos were moved back one bay and the receiver and battery pack right at the trailing edge. The receiver antenna lead now goes straight up the new radio mast and looks good. The battery pack is mounted vertically and kept in place by a rubber band and a modified attachment.

The Completed Aircraft

The aircraft was now assembled and the cg checked for the one thousandth time. Satisfied with the look of the model it was time for a complete sanity check. I always put the aircraft away and check everything the next day.

As I had installed a Y lead system for the ailerons with a servo in each wing, you are not able to employ differential aileron, even with the lovely HITEC optic 6 computer radio. In hindsight, perhaps two leads should have been used. I opted for even travel up and down for both ailerons, with low rates as per the instructions and high rates at an additional 20 %.

The Rudder travel was set at nominal and the engine cutout set. Not much left to do now but fly.

First Flight

I was tempted to get my much more experienced friend to do the first flight of my crowning achievement but opted to do the deed myself. The engine started and was set up . It was a good choice as the sound of a lovely four stroke on a war bird is just about perfect. I taxied out into about 5 kts head wind checked again the sticks and applied the throttle. After about 5 meters the tail lifted and the prop hit the ground. Twice more this happened and then I remembered the other comment on the blog. Bend the gear forward about 4 cm as it sits about right on the CG without this change.

Into the pits for a quick mod and the aircraft was again on the take off line. More spectators were now all watching and I had the whole sky to myself, talk about pressure. I had the rates set to high for the take off (why I don't know) and ballooned into the sky it did. A quick neutral of the stick and a fairly forgettable first circuit saw the spit all over the sky as I attempted to trim the aircraft. Back to low rates and things settled down immediately. A slight left roll was corrected and one beep of down had the aircraft trimmed beautifully.

The throttle was left at about half for rest of the flight and just slow circuits, getting used to the sight and sound of the aircraft. The spectators also thought the sight of the spit in a slowish low pass into a nice climb and victory roll looked great. I still cant get the smile off my face as it flies just as I had imagined.

I have now done five flights and the take off is achieved with a little right aileron as it lifts off, then neutral, probably due to the torque, and there is also not much rudder control at low speed. The aircraft is not a pattern ship, nor is it an Extra or Edge. It is a fantastic looking model that I am pleased to take out and fly.

Right rolls are very nice and almost axial, whereas a left roll is a bit sloppy and the empennage becomes a bit loose. I have worked out that a touch of right rudder during this maneuver corrects the problem to a large degree.

I have not stalled the aircraft yet and I can't really see the necessity at this stage. I would class myself as an intermediate flier and don't yet see the need to tempt fate. The aircraft likes to fly at a medium pace and really looks good during the low slow stuff. B-ZD gets as much attention as any other of the bigger and considerably more expensive aircraft and I just love to fly it in a scale like manner.

As a footnote, the shop proprietor has asked if I would like to do a Blackhorse BF-109G. He has informed me that he has sold three other Spits since mine has been flying..... I declined his kind offer as when I took the lid off, I just did not get the same "VIBE" about the model.

That's all for now, and I will send some more pictures in the next ramble about flying in KUWAIT, and my recent flying visit back to Australia.

P.S. GREGOR, I love the new mower, I just wish we had some grass to mow over here.

Best Regards,

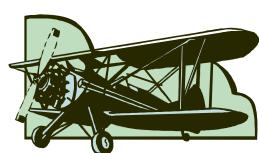
Peter Fraser.
Kuwait correspondent
p.fraser@ack.edu.kw



TMAC



WARBIRD & BI-PLANE DAY



PLUS



SWAP 'N SELL

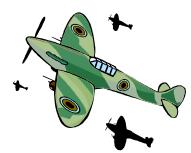


Sunday 16th November

Pilot briefing at 0845 hrs

VISITORS MOST WELCOME

BRING ANY AUTHENTIC WARBIRD OR BI-PLANE
ENJOY A DAY OF FUN FLYING.
BAR - B - Q AND DRINKS WILL BE AVAILABLE.



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 3rd November	Meeting	Club General Meeting
Sunday 16th November	Event	Warbird & Bi Planes
Monday 1st December	Meeting	Club General Meeting

NOTE: For events the field may be closed to general flying.

**Next TMAC event is the Warbird and Bi Plane day. The field
will be closed to general flying**