



The Tingalpa

September - October 2009

T RANSMITTER

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



MANAGEMENT COMMITTEE

President.

Allen Danvers

President@tmac.asn.au

Secretary.

Phil Gartshore

0407 070 263

TMAC Secretary PO Box 2108
Tingalpa QLD 4173

Treasurer

Vacant

Registrar

Noel Stewart

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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

TMAC Life Members

Doug Kent, Will Sipma

TMAC Life Member's Trophy.

Adrian Hellwig

Flight instructors.

Tony Gliddon (07) 3899 0885
0408 648 379

Noel Wilson (07) 3890 2520

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.

Last edition I was commenting on the amount of rain we had and the impact that had on flying. However since then what a change. For the last few weeks we have had virtually continuous perfect flying weather (even on weekends).

Speaking of rain it is fairly obvious it has had an impact on the field. As such work is currently under way to make significant improvements. Our field maintenance guru Gregor has again come up trumps by arranging for the Brisbane City Council to firstly aerate and then top dress and laser level the field, all at no cost to the club. Great work Gregor. See page 10 for details.

The Annual General Meeting was held recently. Our Treasurer Jim Viles after several years in the job retired from the committee and unfortunately nobody has so far come forward to replace him. If you agree that 2 + 2 still equals 4 and you have some basic computer skills, a little time to spare and a willingness to help the club please contact the secretary.

Not a lot of TMAC events to report on this time so I have included some pictures from the recent Coolool Warbirds day and for the big plane people some pictures from the recent QVAG Festival of Flight at Watts Bridge airfield.

Peter Biddle

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

On The Cover

Marco Scholten's new DA 50 powered Top Flight 1/5 scale P51 Mustang.



Presidents Report

I have been on the management committee for the last 7 years, firstly as a member, then 4 years as Secretary, and the last 2 years as President.

I have enjoyed my time on the committee, but due to changes in my family life, I find I cannot commit the time needed anymore, and will be stepping down at the September AGM.

I take this time to say thank-you to several people who have helped me in my time as President and on the committee.

Firstly, our 2 Life Members Will Sipma and Doug Kent. Doug for helping me with the Club Rules and the Peter Cutler Trophy and what it means to the Club. Will for doing so much for the club, and for showing me better ways to handle some situations when I became over exuberant on an issue.

Secondly, to Allen Danvers for guiding me though my term as Secretary, and having the Club in such great shape when I took over as President.

Jim Viles as Treasurer and at times Registrar, kept all the records accurate and always up to date, and supported me throughout. Thanks Mate.

Phil Gartshore for doing such a great Club Secretary for the last 2 years, making my time much easier.

Gregor Kruberg, for always supporting me and the Club in so many ways.

Peter Biddle for doing the transmitter, Randall Mowlam for Webmaster, Noel Stewart as Registrar, Joel Davison for Funding projects, and the other committee members who have helped over the years.

There are many members who have contributed in helping the Club in my term as President, and I take this time to thank them.

Dave Walker for his ongoing commitment to field mowing. Dave Sipos for building projects. Event Co-ordinators and helpers who donated their time to staging events, and assisting in the running of them, such as the BBQ, transmitter pound, running raffles, and commentary at the Club events.

For the members who donate their time as heavy model inspectors, jet inspectors, or instructors, and thus help out other members, thank-you all for supporting the Club.

There are so many people who have helped by giving me good advice, and helped me to fulfill my roles on the committee. I thank you all.

It is time for me to step down as President and retire from the committee.

I intend to spend my time with my family. With a toddler and a new born, my wife and I have had our lives changed somewhat, and my time at the field has been temporarily curtailed.

I wish the new President and Committee all the best for the coming year, and thank everyone for making my time as President so enjoyable.

I will be at the field occasionally, and look forward to catching up with everyone.

Good Flying
Peter Stevenson

New Committee

At the September Annual General Meeting the following committee members were elected,

- President
Allen Danvers
- Secretary
Phil Gartshore
- Treasurer
Vacant
- Committee Member (liaison officer)
Will Sipma
- Committee Member (field maintenance)
Gregor Kruberg
- Committee Member (web master)
Randall Mowlam
- Committee Member (Newsletter)
Peter Biddle
- Committee Member (everything else)
Glenn Crossley

MAAA MOP 58—2.4GHz Equipment Policy

The MAAA updated this MOP on the 5th July this year and significant and important changes have been made. You need to make yourself aware of the changes, but In summary

- The equipment must meet specific standards and must be suitably marked as complying with these standards.
- A warning that some approved specifications operate at reduced power levels resulting in reduced range. You need to be aware.
- The limitation of 10 transmitters in service at any time has been removed. (However TMAC still requires you to put your key in the key board prior to use)

Secretary Report

Secretaries Report for 2008-2009.

This is my second Report as Secretary and we have had a busy year.

Membership.

Things have been a bit quiet at the field on the weekends of late, but we still have about the same number of members as we did at this time last year at between 190 and 200.

Financials

The club is financially in good shape, with over \$15,000 in term deposits. This has been achieved because of the fantastic job that Jim Viles has done as Treasurer, and because we are able to run our events at very little cost to the club by running raffles and BBQ's to offset costs. Jim also worked hard setting up debit cards with the required controls to allow field maintenance to be funded smoothly. This has really helped Gregor Kruberg and Will Sipma field maintenance efforts. Jim is stepping down as treasurer after 4 years in the job, and we thank Jim for his contribution. Jim is looking forward to just coming down to the field and flying his models again.

Grants

The club has applied for another grant this year. This is to erect the next stage of the club house next to the bunker. The outcome of this application should be known this month. We would not be able to apply for these grants without the organisational and writing skills of Joel Davison to pull the applications together on time. Thank you Joel for your ongoing willingness to herd cats to get the job done.

Field Maintenance

The field has been kept in good nick for most of year. We did have a hiccup with some water leaks and heavy rail conspiring to make things somewhat boggy. This left the committee concerned about the state of the strip as it dried out, to the point that it approached the Brisbane City Council for some advice on improving it. To our complete surprise, not only did they provide advice, they agreed to fund aerating, topsoil and fertilise the strip, taxiways and pits grassed areas. Thank you to Gregor Kruberg for his excellent work looking after our prime asset and liaising with the Council.

Club Memorabilia

We have new shirts and hats for members to purchase this year. These show our club off both here and when we visit other clubs. Thank you to Gregor Kruberg for the time and effort that went into designing them.

Club Logo

The modernised club logo has been established around the field, on club documents, and on the web site. I think it is a great step forward without losing the spirit of its predecessor.

Safety

Safety is an ongoing issue at TMAC, and something we are all responsible for. A significant number of club by-laws speak to safety. In general, TMAC is about all members receiving value for their membership, which includes the safe operation of model aircraft at our facil-

ity.

To highlight that we are all responsible for safety, the committee has drafted some statements to remind members of our shared approach to keeping everyone safe, which will appear in the Transmitter, and on signage at the field:

We are committed to each other's safety.

We highlight poor safety practices to others.

We work together to keep everyone safe.

We have had to discipline one member for breaches of the bylaws this year. This is not a pleasant task for the complainant, the Committee, or the member. In this case, the member admitted the breach and undertook not to repeat the behaviour. He was censured, and the matter recorded. I am advised that for other reasons, the member has since left the club. Thank you to the committee for assisting in dealing with this delicate matter.

TMAC Website

The web site has been up to date and active this year. New photo's go up regularly, as do bulletins about club activities. You will see that there is a notice about the aerating and topsoiling up already to keep members informed. Thank you to Randall Mowlam who is the quiet achiever on the web site, keeping things ticking over without a word of complaint.

Events

We also continue to hold events throughout the year which are very well patronised. These include, in order from this time last year, ***Helicopter Day*** in September, organised by Dave Walker, Dr O, and Randall Mowlam the ***Bi-Planes & Warbirds Day*** in November organised by Gregor Kruberg; ***Warbirds Day*** in February, also organised by Gregor Kruberg; ***Electric Day*** in April, organised by Ray Perrin, ***Fun Fly*** in May, organised by Ron Dobby, ***Qld Scale Fest*** in June, organised by Richard Symes, and ***Unusual Model Day*** in July, organised by Allen Danvers. The Committee does appreciate the amount of effort it requires to run these events. Thank you to the coordinators and helpers who put in so much effort.

President Retires

Peter Stephenson is stepping down as President. Fatherhood has conspired to require more his attentions. He has been a pleasure to work with and I thank him for his efforts.

Safe flying everyone,
Phil Gartshore.

Flying With Control—A joint MAAA / CASA Initiative

You may remember an incident in Perth earlier this year where a model aircraft was reported flying close to a commercial aircraft.

In response to this event the Model Aircraft Association of Australia and the Civil Aviation Safety Authority have put together a short brochure outlining the basic rules that apply to all forms of model aviation.

The brochure is available on the MAAA website at <http://www.maaa.asn.au/maaa/pdf/notices/final%20model%20aircraft%20small.pdf>

T6 Airtourer RNZAF 1760



You may have seen Keith Hayman's new Victa T6 Airtourer around the field recently. There is quite a story to this model which was under construction for some 20 years. Keith has provided some details and pictures

The model commenced construction in 1989. It was a semi kit supplied by Peter Bons of Scale Aviation. It consisted of a fibreglass fuselage and fin with material supplied for the elevator and tailplane. The canopy was supplied some years later as poor Peter had a bad accident with a small .40 size model that hit him in the head while in his club car park. This was touch and go for him for some years thereafter. Of course this put a hold on the building of the model.

A wing was made but was deemed not to be scale enough for tis model. The model was built up to the wing but then waited some 16 years for the wing kit.

As Peter Bons recovered somewhat from his horrific accident, he still kept in touch with his customers although he was unable to do much development work to complete the machine. He was enthusiastic about completing the model as some eight had been sold all those years ago. Today he continues to recover and is flying models again and driving during the day. He sends best wishes to all.

The model was finished in the RNZAF colours and decals. The RNZAF purchased four of the T6 aircraft in 1970. One still flies in Australia. Much effort was spent getting the rivet lines and cockpit as exact as possible. The pilot was sourced out of the UK—Wales.

After the years of waiting to complete the project it was a great thrill to see her airborne in April 2009. A few problems were had with the fuel feed (old fuel tube), now replaced and the model has completed some 10 flights to date.

She is a beautiful aircraft to fly and makes the pilot look better than he is. All in all a very satisfying project. I hope to take the model to as many fields as possible in the near future.

Of note, a second Airtourer based on a real aircraft in Wagga Wagga has recently flown as successfully as mine. Peter Bons is about to release kits in the near future. They will be on sale for around \$2500.

Statistics: 31% scale, wingspan 2.46m, length 2.08m, weight 15.5kg and powered by a DA 50 engine coupled with a 22 x 8 propeller.



Keith Hayman



Keith Hayman





Coolum Warbirds—August 09



Watts Bridge—Festival of Flight 2009

Movie Stars and Musicians—

The History of Spread Spectrum

The most recent advance in radio technology within the model aviation field is the development of spread spectrum technology encompassed within our 2.4GHz radios.

However the history of this technology goes back further than you may think and involves a movie star and a musician. This article written by Roy Bourke appeared in a Model Aeronautics Association of Canada newsletter in June 2009

The idea of frequency hopping was developed almost 70 years ago at the beginning of World War 2. as a method of preventing the enemy from monitoring or jamming radio signals. The original idea, and subsequent patent, was attributed to one of the most glamorous movie stars of the day, Hedy Lamarr, a very smart Austrian girl who hated the Nazis and developed the idea with the help of a musician friend, George Antheil.

Hedy Lamarr was born Hedwig Eva Maria Kiesler. When not yet twenty Hedy married Fritz Mandi, a man thirty years her senior. Mandi was an arms merchant selling munitions to Germany and was a very controlling person who had Lamarr watched at all times. One night at an evening party Hedy drugged her maid and escaped on a train to London. While in London she signed a contract with MGM and moved to Hollywood to become a film star.

Beautiful and smart as a whip Hedy befriended a maverick musician, George Antheil. They met at a Hollywood party where they discussed the war in Europe and the threat to America from Germany and Hitler. The following afternoon, Antheil went to Lamarr's home to discuss what they could do to stop Hitler.

With Antheil's help Lamarr designed a new kind of guidance system for torpedoes. Even though her formal education consisted of private schools without technical training, she had absorbed quite a bit about weaponry during her marriage to Mandi. Her role was the 'proverbial' arm piece'. She was present at all of her husband's business meetings, but her brain was always in high gear.

Hedy knew that guided torpedoes were much more effective at hitting a target, a ship at sea for example. The problem was that the radio controlled torpedoes could easily be jammed by the enemy. Neither she nor Antheil were scientists, but one afternoon she realized that they were talking and changing frequencies all the time. At that moment, the concept of frequency hop-



ping was born with the concept that a constantly changing frequency cannot be jammed.

Antheil gave Lamarr most of the credit, but he developed a 'player piano' switching technique using a modified roll from a player piano in both torpedo (receiver) and transmitter, the changing frequencies would always be in synch.

They offered their patented device to the U.S. military, then at war with Germany and Japan. Their only goal was to stop Nazis. Unfortunately, or predictably the military establishment did not take them or their novel invention seriously. The device was never put to use during World War 2.

By the 1950's the patent on the device had expired when engineers at Sylvania 're-discovered' frequency hopping. They called it 'spread spectrum'. These electronic devices were designed for use during the Cuban Missile crisis in the sixties. Hedy's film career was winding down. She had turned down the lead in the movie Casablanca and made a few other bad career decisions. Eventually Lamarr was given the EFF (Electronic Frontier Foundation) Award for her achievement. Antheil was also honoured.

Today, spread spectrum devices using microchips make pagers, cellular phones and communication on the internet possible. Many units can operate at once using the same frequencies. Most importantly spread spectrum is the key element in anti-jamming devices used in the governments (USA) \$25 billion Milstar system that controls all the intercontinental missiles in the U.S. weapons arsenal.

Safety Issues—Flying Rules

This issue we will look at some of the safety related issues covered in the TMAC Operational By-laws. All Operational By Laws are available on the TMAC website at <http://www.tmac.asn.au/bylaws/opsbylaws.htm>

License Requirements

No model shall be flown unless

- The pilot holds a current FAI Class F Aero Models License or
- is under the instruction of a duly licensed/appointed member or flight instructor.

Height Restrictions

No model shall be flown at a height:

- In excess of 100 feet (30 metres) when full size aircraft are flying in the vicinity of the field.
- In excess of 10 feet (3 metres) in designated hoverpads.
- In excess of 400 feet (125 metres) at any other time.

Heavy Models

No model weighing between 7 kg and 25 kg shall be flown unless the pilot(s) holds a current MAAA heavy model Permit to Fly as prescribed in the MAAA Manual of Procedures. These permits are free of charge and simply require you to contact one of the heavy model inspectors listed on page two of this newsletter.

Boundaries

No Model shall be flown over any people, or taken-off, launched from, landed in, flown over:

- The pits area or taxiways.
- Any part of the field behind a designated pilot's position.
- The area beyond the limits of the field boundaries.
- Any prohibited area which may from time to time be promulgated.
- Hoverpads, may only be used by helicopters specifically for hover practice or hover training. (subject to the 10 ft height limit and flying within boundaries)

Engine Starting

No engine shall be started until all personnel in the immediate vicinity are behind the line of the propellers,

or in the case of rotary wing aircraft, at a safe distance.

Any model or engine operated at the field will be restrained or tethered unless it is being taxied or flown. This will be done by other member(s) holding the model/engine or by using an effective tether that holds the model/engine to be operated in such a way as to prevent it from moving towards any persons at the field or presenting any recognised risk during its operation.

No model shall be taxied in the pits. Models may only be taxied on the taxiways, runway (strip) and parts of the field in front of the pilot's position.

Models may be started or run in the pits (with proper tethering), but will be carried or escorted to the taxiways in a manner that will restrain them from moving under their own power

Pilot's Position

No model shall be flown from any position on the field other than that designated as the "pilots' position", except:

- At take-off, when a pilot may stand behind the model until it is airborne, after which he or she will return to the "pilots' position" immediately.
- While hand launching models on the verge of the strip, after which he or she will return to the "pilots' position" immediately.
- While launching models on the verge of the strip with bungies or similar mechanisms, after which he or she will return to the "pilots' position" immediately.
- While operating helicopters in designated hover pad areas.

MAAA MOP 14 Update

The MAAA has recently updated MOP 14—General Rules And Guidelines For The Operation Model Aircraft, in respect to 3D flying and helicopter operation.

Fixed Wing Aircraft Flying 3D

The MAAA requires that all fixed wing model aircraft flying 3D manoeuvres outdoors, excluding electric models with a wing span of one (1) metre or less, are not to be flown any closer than 9 metres to all pilots operating at the time.

Helicopter Flying

The MAAA requires that helicopters flying outdoors are not to be flown any closer than 9 metres to all pilots operating at the time.

Field Maintenance Works

During September 2009, works at Porter Field will be undertaken in conjunction with the City Council to improve the condition of grassed areas. This includes pits, taxiways, and flight strip, which have deteriorated during the prolonged wet weather earlier in the year.

With the financial and technical assistance of the Brisbane City Council, the following works will be undertaken:

- Aeration and coring of grass areas; and,
- Topsoiling, fertilising, and levelling of grass areas.

This work will be undertaken by commercial contractors for the Council and will necessitate periodic closure of some of the facilities. The committee will try to mitigate the inconvenience, however, this will provide TMAC will one of the best flight areas in the state.

Please check the web site, and field notice board regularly for notice of periods of unavailability of facilities.

The aeration of the field has been completed and topsoiling etc is expected to commence shortly. This may result in the field being closed for a number of days.

As a result of this potential closure of the field LARCS has kindly issued an invitation to all members to fly at their club during September.

LARCS have provided the following advice

1. It is important that all flyers at our facility behave in an acceptable manner, with a courteous and social approach to each other.
2. Entry to LARCS is via the main gate which is manned from 8am to 4pm on Saturday, Monday, Wednesday, and Thursday. Sunday is 9am to 4pm.
There is to be no flying on Tuesday and Friday.

Only Members have a pin number for entry to the facility so it is recommended that arrangements be made with a LARCS member before coming. Visitors are not permitted to fly at our flying field without a LARCS member present.

3. Tingalpa Members will be asked to:
 - a. Show identification indicating you are a member of Tingalpa.
 - b. Show your up to date MAAA card.
 - c. Sign the visitors book that is placed in the brown cupboard in the club room.
4. Due to the sensitive wetlands area at the Western end of our boundary, it is mandatory that no aircraft fly behind the pilot box. Refusal to fly at LARCS will be directed to any members in breach of this rule.

The Death Of A Scanner

On a beautiful Saturday morning 13 June 2009 my SCANNER demised. The club facilities looked immaculate after the working bee, not as tribute to the SCANNER'S last flight but rather for the next weekend's scale day. My ARF was purchased last century and in its lifetime flew 456 times. It was powered by four different OS engines, used two different fuel tanks, two sets of wheels was controlled by three different JR radio sets and then finally with a Sprektrum set.

Over the years my SCANNER had many near death experiences requiring major and minor surgery. The wreckage displayed the numerous internal and external balsa and plywood splints, solar film patches of white yellow, red and blue and massive blobs of epoxy.

The end came when the model ran out of noise and the pilot was too ambitious in trying to complete the circuit for an into the wind landing. The poor SCANNER stalled and nose dived into the sea (strip).

You may wonder why I am providing all of this useless information. Well, my good wife thought it might provide closure for me. The aeroplane has no such need. In its next life the spirit of my SCANNER will have great relief knowing that I will never fly it again. At peace, it will never have to endure from club members the cruel barbs about its non pristine appearance

Ian Murray

Heli Day—Sunday 20 September

This is TMAC's annual Heli Fun Fly day. Come along about 8:00am for a 'Big Breakfast' and then a pilot briefing at 8:45am.

The rest of the day is about catching up with old friends, getting to know some new ones and having a good time.

Got something to sell, bring it along.

Contact either Randall on 0414 312 586 or Dave on 0423 373 496 for more details



Life Members Trophy.

At the September Annual General Meeting President Peter Stevenson (right) on behalf of Life Member Will Sipma presented the Life Members Trophy to Adrian Hellwig.

The Life Members Trophy is awarded each year, at the discretion of the Life Members to someone who helps the club out for a year, or wins a major award, or who builds excellent models, or just helps.

Adrian is a long standing member of TMAC and is noted for his scale models of 'different' aircraft and was awarded the trophy on the following basis

- Blue card holder
- Longevity of membership
- Conflict resolution and interdiction
- Previous service on Committees
- Quantity and quality of event coordination
- Suitability to receive the award based on commitment to the sport



Congratulations Adrian.

TMAC Clothing

We now have available new shirts and caps.

Shirts are 100% polyester and are available in either grey and blue or white and blue combination, both with the TMAC logo on the front only. Available in all popular sizes.



\$35 each

Caps are available in grey with black trim only.

\$15 each

If you wish to purchase see any member of the committee down at the field



Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut.

-- first handbook issued with the Curtis-Wright flyer

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

| | | |
|------------------|---------|---------------------------|
| Sunday 20th Sept | Event | Helicopter Day |
| Monday 5th Oct | Meeting | Club General Meeting |
| Monday 2nd Nov | Meeting | Club General Meeting |
| Sunday 29th Nov | Event | Biplanes and warbirds day |
| Monday 7th Dec | Meeting | Club General Meeting |

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

**Next TMAC event is Heli Fun Fly.
The field will be closed to fixed wing aircraft.**