

DECEMBER—JANUARY 2013



Tingalpa Model Aero Club Inc

## Fun Fighter Racing at Tingalpa—Joe Luxford

Tingalpa hosted its second Fun Fighter pylon racing day for 2012 on Sunday December 9<sup>th</sup>.

The competition enjoyed an excellent rollup with 15 entries from the TMAC, SAAMBR, Coolum and Hellcats clubs. TMAC was well represented by Chris Granquist, Jack and John Cameron and Graham Kohr. One highlight of the competition was the participation of two father and son teams and a father and daughter team. Another highlight was that the pilot's ages ranged from 13 to 63. And they all had a ball.

Thanks must go to Dave Walker and Gary Bennedick who took several hundred photos on the day. The best of these have been edited and saved on the TMAC web site in the Galleries section, including the group photo below that shows the pilots and their Fun Fighters.

Hobby King supported the event and provided some excellent prizes. First prize was a Hobby King Rare Bear Fun Fighter kit and second and third prizes were LiPo batteries to drive the Fun Fighters.



We were blessed with a balmy Brisbane spring day of blue skies, light wind and 29<sup>o</sup>.

As you can see in the following pictures, Chris was flying his Stryker which was quite OK on the day as it has similar performance to the Fun Fighters. The aim of the competition is to encourage anyone interested in racing electric planes to have a go. As long as their plane is no faster than a Fun Fighter it is welcome.

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# Management Committee

## President

Noel Stewart                      0412525127                      President@tmac.asn.au

## Secretary

Phil Gartshore                      0407070263                      TMAC Secretary  
PO Box 2108  
Tingalpa QLD 4173  
Secretary@tmac.asn.au

## Treasurer

Martin Homann                      0417636003                      Treasurer@tmac.asn.au

## Registrar

Randall Mowlam                      Registrar@tmac.asn.au

## Committee Members

Committee member (Liaison Officer)	Will Sipma	3901 2208	
Committee member (Editor)	Clair Alston	c.alston@qut.edu.au	0428624314
Committee member (Web Master)	Randall Mowlam	WebAdmin@tmac.asn.au	
Committee member	Tyson Dodd		
Committee member	Allen Danvers	3396 5383	
Committee member	David Walker		
Committee member	Chris Granquist		

## TMAC Life Members

Will Sipma,

## TMAC Life Member's Trophy

Phil Gartshore

## Commercial Flight Instructors

Tony Gliddon    0408 648 379  
Noel Stewart    0412 525 127  
Will Sipma        0409 852 694

## Heavy model inspectors. (FW25)

Ian Howard, Phil Collins, Noel Stewart

## Heavy & giant models (FW25 / FW50)

Kevin Dodd, Doug McIlwraith, Richard Symes, Tyson Dodd

## Notice of Special Resolution – Windmill repairs

I Willem Sipma being a financial member of the Tingalpa Model Aero Club move in accordance with Rule 28 (7) that the Management Committee be given the authority to spend up to \$1500.00 for the re-conditioning of the wind-mill.

**This Special Resolution will be voted on at the March General Meeting.**

**REMINDER: We are voting on the life members at the upcoming February general meeting, it would be great to get as many members as possible along.**

## Fun Fighter Racing at Tingalpa... From page 1



*TMAC members John and Jack Carney*



*TMAC committeeman Chris*

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## Presidents Report: Noel Stewart

Well here we are in 2013 already and our first Transmitter has hit the shelves, so to speak.

I hope you all had a Merry Christmas and a happy start to the New Year. I also hope that Santa was generous in full filling your aeronautical wish lists.

I guess the next few weeks will tell the tale when the shiny new models start to emerge for their maiden flights.

At time of writing our last newsletter for 2012 there were 3 scheduled events left to take place.

### Warbirds & Bi Planes day (included the Dave Summers award).

This was a real crowd pleaser with an impressive role up of both our own members and Southern Cross Air force members. Thank you to Will Sipma as coordinator and also congratulations as the recipient of the Dave Summers award for 2012. Check out the photo's on our galleries page.

### QRMA Pylon day.

Please find a report from Joe Luxford a little further on in this issue.

### Christmas party.

Approximately 35 members and partners attended the evening. Whilst the adults kicked back and watched the dusk flying entertainment, the kids were having a great time with gifts that Santa handed out. Dinner was a little later than planned due to a breakdown but well worth the wait. Many thanks to our editor Clair Alston for organizing a lovely evening.

For those lucky enough to be at the field on November 21st we had an additional event, our own personal low level fly over of 4 of the RAAF's new C17 Globe Master Aircraft. Whilst we new that a fly over would take place over Brisbane some time that day we certainly didn't expect to see them coming in from west to east at 300 metres right over our strip. What a magnificent sight and great way to end the year for any model aeronautical club.

2013 looks like being another big year for membership. Our membership currently stands at 253. Given that we are only half way through the financial year it's not unreasonable to anticipate that end of year totals will exceed 260.

## Presidents report continued...

### Projects:

In the last edition of the Transmitter I reported that one of the projects for 2013 was preliminary work on the toilet block upgrade. An environmental report has now been completed. This will enable the club to move to the next stage of seeking quotes for the project.

At the December general meeting it was proposed and accepted that TMAC utilise a grant that was available for funding in order to purchase an additional ride on mower. Our existing Hustler mower is 6 years old already and getting to the age where a rebuild is not far away. If our application is successful a second mower would be a bonus in covering the gap should one need to be taken off line for an extended period.

Whilst on the topic of mowers, I'd like to congratulate our small band of field maintenance personnel. Summer is with out a doubt the highest maintenance time of the year for lawns. Yet our field is constantly in pristine flying condition thanks to the continuous efforts of these volunteer members who not only drive the mowers but also maintain them. Well done and thank you for your dedication.

### Afternoon main strip operations:

Members are reminded that rotary wing and fixed wing aircraft can effectively use communal airspace if the circuit method is employed. Talk to the other pilots present, communicate your wish to share the air politely and please be prepared to wait briefly if need be. It should also be noted that all aircraft should be flown from the pilot's position (except at take off if necessary) when using the main strip.

### Cyclone season, flooding.

Recently Brisbane was hit with the remnants of ex tropical cyclone Oswald. Our club was very lucky to escape any damage or flooding given the deluge and wind that arrived with the clouds.

Others, unfortunately weren't so lucky. SAAMBR suffered significant structural damage to infrastructure but LARCS unfortunately suffered severe flooding and has lost virtually all of their equipment. LARCS have also had the double whammy of now having their field closed by the council due to possible contamination.

In the spirit of aero modelling, TMAC has extended an invitation to LARCS members to share our field whilst theirs is being cleaned up over the next few weeks.

So if you see some new faces amongst us wearing yellow and red name badges please make them feel welcome. I'm sure they would welcome us should the tables be turned.

Noel Stewart



## Secretary's Report: Phil Gartshore

Welcome to 2013. The Committee wishes members a Happy New Year and trusts that your building efforts over the holidays have been successful. We look forward to a flurry of maiden flights. Personally, I lost my Miles Sparrowhawk into the dam due to a radio issue, which after some investigation, appears to be a failed cell in a received pack which dropped the voltage enough to cause receiver reboots in flight. I spent the last 15 seconds watching it fly to the scene of the accident. On the bright side, I can remember the old girl on the cover of this year's TMAC calendar! I spent the break assembling something a little different in the form of a Fly Cat, which a T-tail pusher version along the lines of the well known Bob Cat. It should be ready for a maiden in January.

### General Meetings in 2013.

The first General meeting of the year was held on Thursday 24<sup>th</sup> January at 7:30pm at the Carindale Library. The Library is located in the Westfield Shopping Centre, so there is access to the food court and parking. Parking at Carindale Shopping Centre is free for the first three hours and also if you enter after 6pm.

### Life Member Nominations

A reminder that we will be considering two special resolutions to induct Kevin Dodd and Noel Wilson as Life Members of TMAC at the February General Meeting. So continue musing on the merits of the candidates until then.

### Events Calendar

There have been some minor changes to the Events Calendar since it was published last issue. In particular, the EDF event in February will now be a Park Flyer event and will be held on Sunday 24<sup>th</sup> February. The event is sponsored by Extreme Hobby and FMS models, so expect some prizes on the day.

We have also republished the revised calendar in this edition.

## Secretary's report continued...

### Shade Cloth over Pits

Members may not have noticed, but the shade cloth over the pits is starting to wear out; in particular the stitching is rotting causing the shade cloth to come away from the frame in some places. Will is kindly organising quotes for replacement, and the Committee will review the finances with a view to funding the capital expense, or going for a grant.

### Grants

Will and Allen are busy doing Grant applications as they open for submissions. The following are in train:

1. **Heli Shelter.** A the grant application has been submitted, and we will await the result.
2. **Mower.** A grant application has been submitted, and we will await the result
3. **Septic System Replacement.** An application for a grant to replace the septic system including some minor works on the toilet block will be submitted once quotes are received, and a suitable grant identified.

### MAAA Nationals 2014.

TMAC is considering being involved in a consortium of club's to run the 2014 Nationals. This was discussed at the last General Meeting, where members approved proceeding in principal; the main issue was ensuring that the field was closed for general flying for an excessive number of days. The Committee will provide more information as things proceed.

### Welcome Pack for Helicopter Ops.

The Committee has identified that there is no heli material in the New Member Welcome pack. Noel and Randall are working on draft materials to include in the TMAC Welcome Pack. Whilst on the topic, the Committee is looking a clarifying heli operations by enacting a By-Law. Once approved by the Committee, it will be brought before a General Meeting for ratification.

### Membership Flags

Just a reminder that the Committee has passed out Membership Flags on a trial basis to assess any issues. To date those who are trying them have not reported any problems, so subject to any strong feedback to the contrary in the meantime, TMAC will move to these starting in July 2013.

### LARCS Flight Times

Just a note that if you are planning to visit LARCS, we have been advised that model flying on Sundays and Public Holidays is restricted to between 9 am and 4pm only. Please refer to the LARCS web site at [www.larcs.com.au](http://www.larcs.com.au) for more information.

# 2013 TMAC Polo Shirts



PODIUM MOTO POLO, 100% POLYESTER, 160 GMS, REGULAR FIT, EASY CARE

**\$35 each**

In order to estimate the quantity for ordering club polo shirts we need to have an indication from members of the numbers and sizes needed.

Would you please indicate your preferences and quantities you will purchase from the club by filling in the form and advising Gregor Kruberg or a Committee member before the February general meeting.

Name \_\_\_\_\_ Phone \_\_\_\_\_

Email \_\_\_\_\_

Polo Shirt CHARCOAL Quantity required \_\_\_\_\_

Sizes available are S M L XL 2XL 3XL 4XL

Polo Shirt WHITE Quantity required \_\_\_\_\_

Sizes available are S M L XL 2XL 3XL 4XL

Please tear out this page and fill in details or Email G KRUBERG at [sales@beezkneez.com.au](mailto:sales@beezkneez.com.au)

Gregor will have sample sizes for fitting at the field each Sunday a.m.



# PARK FLYER DAY

24<sup>TH</sup> FEBRUARY 2013

**Porter Field**

Stanton Road West,  
Tingalpa QLD 4173

Sponsored by Xtreme Hobby  
and FMS Models



**Convenor:** Chad Barrett  
P: 3396 0009  
E: sales@xtremehobby.com.au

Flying commences 9:00am

## Flight Improvement Program



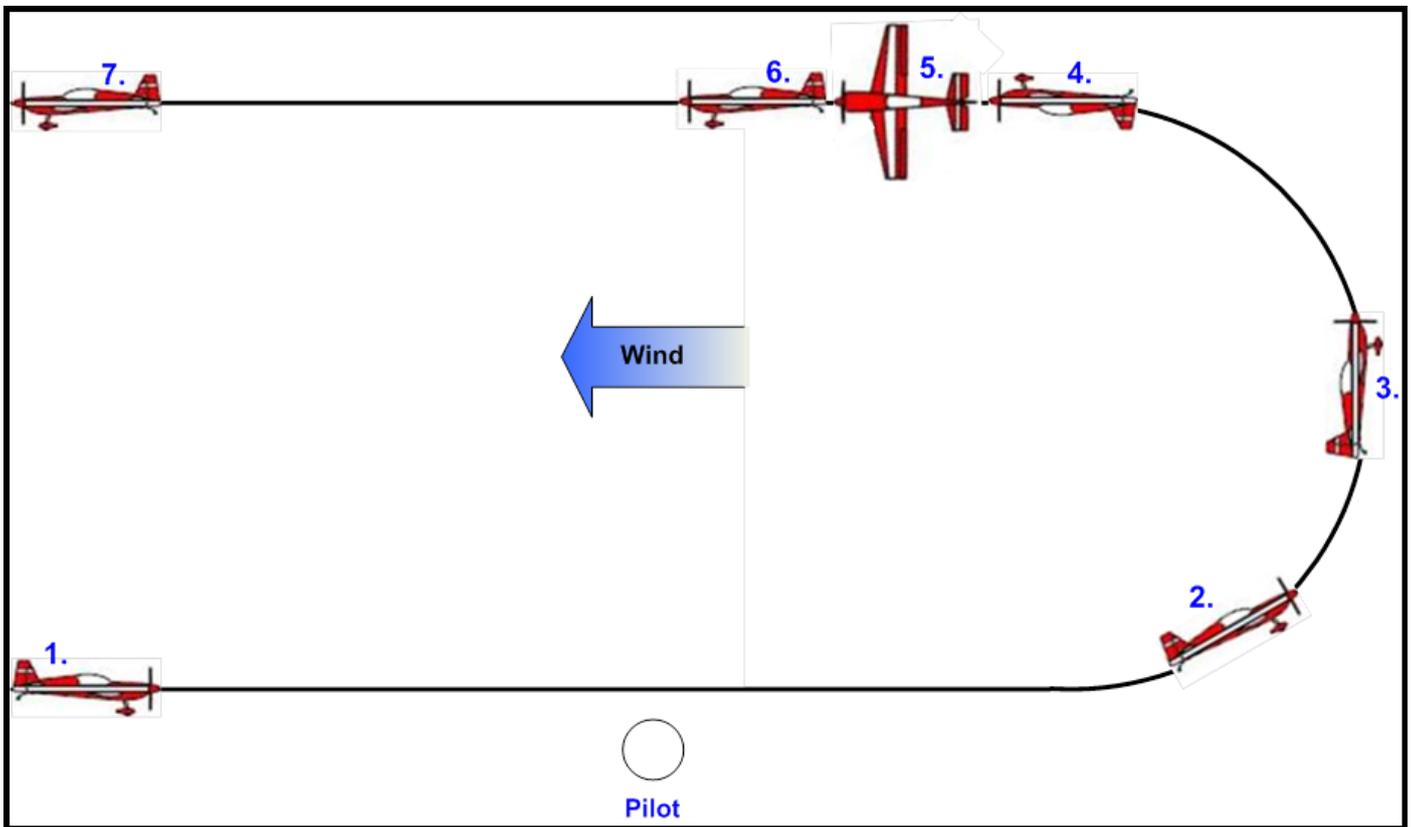
### *Information, tips and tricks on wings manoeuvres.*

Welcome to the fifth 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.

### **Immelman Turn**

The Immelman turn is an aerobatic move named for its inventor, WWI German Ace Max Immelmann. Immelmann was known for his successful hit-and-run attacks. He was a master of the surprise attack, often coming out of the sun or from underneath his opponent and then using aerobatic manoeuvres to get away. His name lives on in modern aerobatics in the form of the Immelman Turn. Although there is controversy, as to whether this manoeuvre could have been flown in Immelmann's wing-warping Fokker monoplane, he is still given credit for using this manoeuvre to attack from beneath an opponent on the way up, then reverse course and get away. Historical experts generally believe that this manoeuvre would actually not have been a practical proposition in the primitive, underpowered fighters of 1915-16, and what was called an "Immelman turn" during the first world war was a sharp rudder turn off a vertical zoom following a steep dive - resembling what is nowadays called a "wingover".

This manoeuvre is performed in front of the pilot's position and is required to be performed from both left and right. It is advisable to have mastered loops before attempting this manoeuvre. Remember to allow for wind as you would for loops.



1. This manoeuvre must be flown parallel to the strip, and far enough out from the Pilots position so that the shape, which is in the vertical plane, is easily seen. Begin at (1) with a 30-metre straight and level entry line, and keep flying past the centreline to (2).
2. Fly at maximum speed at (2) applying just enough elevator to begin a graceful half loop. Allow for the effect of gravity during the loops. Remember to have the wings level before pulling up.
3. Reduce power a little as you approach the top of the half loop (4). There must be no line of inverted flight between the half-loop and roll. The roll should be commenced immediately the aircraft reaches the top of the half loop.
4. At (4) apply aileron for a half roll (5) to upright (6).
5. Fly an exit line of 30 metres to (7).

**Tips for the Immelman:**

- Adjust for the wind as you do for loops;
- The roll should be commenced immediately at the top of the half loop;
- Reduce throttle as you come over the top.

*Remember to end up with the canopy pointing to the sky, and the wheels to the ground.*

Phil Gartshore (AUS 7840)

## Results

The racing placings are based on the lowest times recorded – like golf but we are working with seconds rather than strokes. The pilots flew in five rounds and discarded their highest time, i.e. their slowest round. The scores below are each pilot's total time in seconds for their four lowest times over the competition.

Place	Pilot	Club	Time	Plane
1	Neil Davy	Toowoomba	341	Sea Fury Fun Fighter
2	Des Newman	SAAMBR	352	Rare Bear Fun Fighter
3	Mick Barr	Coolum	365	Sea Fury Fun Fighter
4	Jack Cameron	TMAC	390	Rare Bear Fun Fighter
5	Keiran Marnane	Hellcats	411	T28 Fun Fighter
6	Chris Granquist	TMAC	412	Stryker
7	Greg Stockwell	Unknown	417	EF1 Sundowner
8	Katherine Newman	SAAMBR	457	Me 109 Fun Fighter
9	Paul Le Compte	Gympie	466	T28 Fun Fighter
10	John Cameron	TMAC	469	T28 Fun Fighter
11	Nick Carney	SAAMBR	489	Sea Fury
12	Peter Krenske	Hellcats	509	T28 Fun Fighter
13	John Carney	SAAMBR	537	T28 Fun Fighter
14	Graham Kohr	TMAC	590	P40 Fun Fighter
15	Peter Mills	Hellcats	607	AT6 Fun Fighter



*Neil Davy wins the Rare Bear*



*Des Newman settles for second place*

### Support on the day

The event was organised by the Queensland Model Aero Racing Association (QMARA) who really appreciated the TMAC committee's support to run the event. The QMARA officials on the day were TMAC club member Joe Luxford as CD, Bruce de Chastel as starter and Tony Singleton as Chief Judge. Bruce has flown in several pylon racing world championships and placed 3<sup>rd</sup> in 1989. Bruce and Joe were the main organisers of the world championships in Bundaberg in 2011. The usual by-standers were press ganged into the judging roles. Chris Granquist and his wife did a great job in the kitchen keeping everyone fed and watered.

The equipment used to run the event was very simple in comparison to what QMARA normally uses to run a pylon racing competition. In place of electronic timing and lights the judges used stop watches and flags.



*Chief Judge Tony Singleton (in red cap) and the judges*



*Bruce de Chastel – the starter*

### Fun Fighter race course

The Fun Fighters race around a triangular course. The base is 30m across and the two long sides are 145m. The pilots stand about 10m in front of the base line while racing. Each pilot has a caller who hand launches their Fun Fighter and tells them when to turn at No.1 pylon at the end of the triangular course (i.e. the apex of the triangular race course). There is a judge for each plane, who waves a flag when the plane they are judging passes the pylon at the apex of the triangular course. When the caller sees the judge wave his flag, they tell their pilot to turn.

The judges start the clock for each pilot when they pass the No.1 pylon for the first time and stop it after the pilot has completed 10 laps



Here are Fun Fighters being hand launched at the start of races

### **Fun Fighter racing in 2013**

QMARA is planning a number of Fun Fighter race meetings in the Brisbane metro area in 2013.

The Hellcats club is planning an event for April 27<sup>th</sup> and TMAC has scheduled a Fun Fighter event for July 7<sup>th</sup>. In addition to those events, QMARA is in discussion with other Brisbane clubs to hold Fun Fighter race meetings in September and December.

HobbyKing have indicated to QMARA that they will sponsor the race series in 2013.

### **Fun Fighters**

HobbyKing have a range of Fun Fighters available from their Australian and Hong Kong warehouses. The range includes the Rare Bear (F6F), Wildcat (F4F), Spitfire, Sea Fury, Mustang, Corsair, Thunderbolt (P47), Kittyhawk (P40), Texan (AT6), Skyraider (A1) and Trojan (T28). These all fly very smoothly at 200 kph with a 4S LiPo 850 or 1000 mAh battery and 30A ESC – provided the balance and control throws are correct. These little missiles only need about 4 mm of elevator and aileron travel.

The kits come complete except for battery and receiver for about \$80 plus freight. The standard ESC in the Fun Fighter is fine on 3S batteries but are marginal on a 4S battery. We recommend that new pilots start with a 3S 1000mAh battery until they are familiar with the Fun Fighter speed and handling and then step up to a 4S battery and a 30 or 35A ESC.

Joe Luxford has built and test flown a Skyraider, Spitfire, Me109, Sea Fury and Rare Bear. These are available ready to fly if anyone would like to buy one off Joe. Graham Kohr bought Joe's P40 and a Rare Bear kit at the December race meeting and had a ball in the racing. Joe is contactable at [jluxford@luxford.com.au](mailto:jluxford@luxford.com.au) or on 0419 517096.

There is a lot of information on the Fun Fighters available on the web if you Google Fun Fighters racing.

QMARA will publish rules for the Fun Fighter racing based around keeping the class simple and as standard as possible. The only deviation from the standard HobbyKing kit will be allowing 30 or 35A ESCs. Batteries will be limited to the HobbyKing NanoTech 4S 850 or 1000mAh.

The event aims to have as much fun as possible for the lowest cost.

For more great photos of this event, see the back page.

## From Russia with love—Joe Luxford

Let me tell you about my trip to the Russian Nationals in July last year – what an experience it was!

We had hosted the Russian F3D team the year before when they came out to the world championships in Bundaberg and they returned the favour by inviting Bruce de Chastel to their 2012 pylon racing championships at St Petersburg in early July.

Bruce asked me to go with him as his caller as his usual travelling companion, Tony Singleton, was out of action. As it turned out, I was working at a mine in South Africa the week before so it was easy for me to return to Australia via Dubai and do a side trip up to St Petersburg with Bruce for the week. I was keen to see Russia again to see how much it had changed since my last visit in 1986.

We were met at the Pulkovo Airport at St Petersburg on the Monday afternoon by Sergey Skosolev who is one of the main pylon racing organisers in Russia. Sergey was on the Russian team to Australia in 2011. While Sergey couldn't speak English, he had a voice translation app on his iPhone that he could talk Russian into and it would repeat the words to us in English – sort of. Most of our communication with Sergey was over the phone to the head of Russian aeromodelling in St Petersburg who spoke good English.

Sergey took us to our hotel and we dined across the road at the local bar. The hotel was out in the suburbs well off the tourist circuit so Bruce and I were the only English speakers in the area. The hotel was on Lenisky Prospect which is one of the major east-west arterial roads across the metro area. It was about 10km in a straight line SW from the CBD. The hotel was basic but OK and was used by most of the racers who had driven up from Moscow. The rest camped out at the field, which was 30 minutes from the hotel and was about 10km west of Pulkovo airport – right under the approach path. Ordering dinner was an adventure. One of the waiters had a smattering of English and we managed to order meals. I thought I was getting a 300g steak that turned out to be about a quarter of that size. Bruce's pig's knee was quite filling.

We spent Tuesday sightseeing around the inner city area of St Petersburg. I could see why it is called the Venice of the North with all the canals. We did the obligatory open top bus trip around the city, which was very interesting actually and then we did a canal cruise with Sergey. The buildings are spectacular.

I had last visited Russia in 1986 to look at mines in Kazakhstan – about 3000km east of Moscow. The whole place then was fairly grim and forbidding with streets with very few cars and empty shops. Russia in 2012 is a very different place. St Petersburg could have been any modern European city. The streets are full of European, Japanese, Korean and Chinese cars. I even saw a few American pickups and Jeeps. The shops are very similar to those at home. We had the Russian equivalent of a 7/11 on the corner, with a local small supermarket across the road and a large supermarket in a shopping centre about a kilometre down the road. The big difference from our shops is that alcohol is freely available in shops in Russia. Until recently I am told, they didn't classify beer as alcohol.

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## From Russia with love— from page 15



Tuesday night at the bar and diner across the road was another challenge. While the meals were not quite what we expected, they were OK. The important thing though was that the beer was excellent.

There was a slight misunderstanding with the order and I finished up with a litre glass of beer.

Wednesday was the official practice day and registration. We realised that life moved to a different rhythm in northern Russia in summer when we were not picked up until lunch time and the practice flying didn't start until about 2pm. Flying then continued on until about 11:30pm with sunset at 11:45pm

We were getting used to sitting down to dinner after midnight by this stage.



We finished our flying about 10pm and then did the rounds of the parties around the field. Everyone had the vodka out and wanted to toast Bruce's good health. The hospitality was great for the whole week we were there

We got to the diner after midnight for dinner. The latitude at St Petersburg is 60° North which meant that the sun was dipping below the horizon just before midnight and was up again before 5am. Even though the sun had set, it was not dark, just twilight in which you could easily see quite a long way without lights. The Russians call this time in July their "White Nights".

The first two days of racing on the Thursday and Friday were the Russian sports Q500 and their F3.5D which uses piped 21 engines. Bruce spent most of that time autographing plane wings, getting his photo taken with locals, trading stuff and comparing notes.

## From Russia with love

The serious racing got underway on Saturday morning and ran until about 7:30pm on Sunday evening. F3D, F3R (Q500) and F5D were run over the weekend. There were six heats of F3D, Five of F3R and two of F5D with three pilots up in each heat. F3D was ran over 12 rounds, F3R over 9 and F5D over 5 rounds. There were entries from Russia, Ukraine, Belorussia and the Australian visitors.

The F3D times were in the mid to low 60s. We saw a range of engines in use in F3D, including MBs, Profis, Russian IRs and the Ukrainians had their own engine. Most of the models were running inverted engines with Evolution type wings. Vladimir Vdovenko and Bruce were running Voodoos. The Ukrainians won F3D with Russians in second and third place.



The Russian approach to F3R (Q500) was a little different in that most of them were hand launched without any landing gear. Given the lush grass we were landing on that was not such a bad idea. The locals were all using Russian Q500 designs with most using Profi engines.

We were both running Drake Q500 engines in a V Gun and a Slingshot and placed first and second



The F5D was a new experience for me and only Bruce's second F5D competition. Needless to say, the Russians dominated the F5D, taking out all the placings.

I flew out on Monday evening after the competition finished and Bruce stayed on for another two days of sightseeing. It was a full 24 hours travelling to get home via Dubai and Singapore. One expensive lesson we did learn was to exchange your Roubles before leaving Russia as no one will change them when you get home. At the end of it all though, we had a remarkable and very enjoyable week in Russia and highly recommend it.

## Tingalpa Model Aero Club Inc. Meeting & Events Calendar 2013



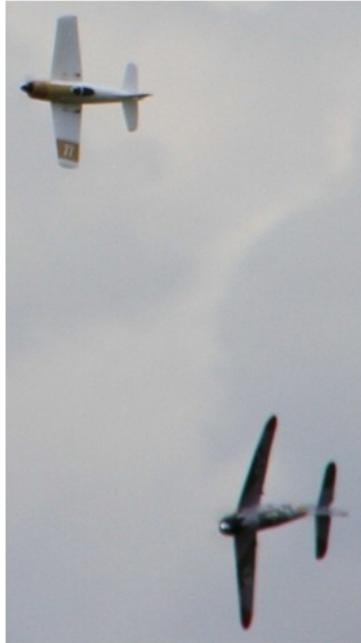
Event Date	Event Type	Event Details	Convenor
Thursday, 24 <sup>th</sup> January 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Thursday, 21 <sup>st</sup> February 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Saturday, 23 <sup>rd</sup> February 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Saturday, 23 <sup>rd</sup> February 2013	Meeting	<b>MAAQ General Meeting</b> (2.00 PM at Cherside library)	MAAQ President
Sunday, 24 <sup>th</sup> February 2013	Event	<b>PARK FLYER DAY</b> (Sponsored by Xtremelobby) (9.00 AM -2.00 PM Porter Field)	Chad Barrett
Saturday, 16 <sup>th</sup> March 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Sunday, 17 <sup>th</sup> March 2013	Event	<b>WARBIRDS DAY</b> <b>Southern Cross Air Force Event</b> (9.00 AM – 2.00PM Porter Field)	Noel Stewart
Thursday, 21 <sup>st</sup> March 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carba-Tec, 128 Ingleston Rd Wakerley, QLD 4154)	President
Friday, 29 <sup>th</sup> March 2013	Public Holiday	<b>GOOD FRIDAY</b> Porter Field <b>CLOSED</b> for all Flying	Secretary
Thursday, 18 <sup>th</sup> April 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Saturday, 20 <sup>th</sup> April 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Sunday, 21 <sup>st</sup> April 2013	Event	<b>ELECTRIC DAY &amp; UNUSUAL MODEL DAY</b> (9.00 AM – 2.00 PM Porter Field)	Martin Homann
Thursday, 25 <sup>th</sup> April 2013	Public Holiday	<b>ANZAC DAY</b> Porter Field <b>CLOSED</b> until Midday (Flying 12.00PM-Sunset only)	Secretary
Thursday, 16 <sup>th</sup> May 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Saturday, 25 <sup>th</sup> May 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Saturday, 25 <sup>th</sup> May 2013	Meeting	<b>MAAQ General Meeting</b> (2.00 PM at Cherside Library)	MAAQ President
Sunday, 26 <sup>th</sup> May 2013	Event	<b>TURBINE DAY</b> (9.00 AM – 2.00PM Porter Field)	Tyson Dodd
Saturday, 15 <sup>th</sup> June 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Sunday, 16 <sup>th</sup> June 2013	Event	<b>SCALE DAY</b> includes Peter Cutler Memorial Trophy (9.00 AM – 2.00 PM Porter Field)	Brian Fooks (Adrian Helwig)
Thursday, 20 <sup>th</sup> June 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President

## Tingalpa Model Aero Club Inc. Meeting & Events Calendar 2013



Event Date	Event Type	Event Details	Convenor
Saturday, 6 <sup>th</sup> July 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Sunday, 7 <sup>th</sup> July 2013	Event	<b>ELECTRIC PYLON DAY</b> <b>QMARA Event</b> (8.00 AM -2.00 PM Porter Field)	Joe Luxford
Thursday, 18 <sup>th</sup> July 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Thursday, 15 <sup>th</sup> August 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Saturday, 17 <sup>th</sup> August 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Sunday, 18 <sup>th</sup> August 2013	Event	<b>THE DAWN PATROL</b> (9.00 AM – 2.00PM Porter Field)	Adrian Helwig
Saturday, 24 <sup>th</sup> August 2013	Meeting	<b>MAAQ General Meeting</b> Annual General Meeting (2.00 PM at Cherside Library)	MAAQ President
Thursday, 19 <sup>th</sup> September 2013	AGM	<b>Club General Meeting</b> Annual General Meeting (7.30 PM at Carindale Library)	President
Saturday, 21 <sup>st</sup> September 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Sunday, 22 <sup>nd</sup> September 2013	Event	<b>MODEL EXPO</b> (9.00 AM – 3.00 PM Porter Field)	Noel Stewart
Saturday 5 <sup>th</sup> October 2013 Sunday 6 <sup>th</sup> October 2013	Event	<b>NORFOLK ISLAND FLY-IN</b> A fun overseas weekend at TMAC's Norfolk Island Field	Allen Danvers
Thursday, 17 <sup>th</sup> October 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Saturday 26 <sup>th</sup> October 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Sunday 27 <sup>th</sup> October 2013	Event	<b>HELICOPTER DAY</b> (9.00 AM – 2.00 PM Porter Field)	Dave Walker
Saturday, 16 <sup>th</sup> November 2013	Maintenance	<b>Working Bee</b> (7:00AM Porter Field)	Secretary
Sunday, 17 <sup>th</sup> November 2013	Event	<b>BI-PLANES &amp; WARBIRDS</b> Incorporating The Dave Summer's Trophy (9.00 AM – 2.00 PM Porter Field)	Phil Collings (Adrian Helwig)
Thursday, 21 <sup>st</sup> November 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Saturday, 23 <sup>rd</sup> November 2013	Meeting	<b>MAAQ General Meeting</b> (2.00 PM at Cherside Library)	MAAQ President
Thursday, 19 <sup>th</sup> December 2013	Meeting	<b>Club General Meeting</b> (7.30 PM at Carindale Library)	President
Saturday, 21 <sup>st</sup> December 2013	Event	<b>XMAS PARTY</b> (5:00pm-8:00pm Porter Field)	Claire Alston
Wednesday, 25 <sup>th</sup> December 2013	Public Holiday	<b>CHRISTMAS DAY</b> Porter Field <b>CLOSED</b> for all flying	Secretary

**Pylon Racing**....see the TMAC website for more great pictures



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