

**FEBRUARY—MARCH 2013**



**Tingalpa Model Aero Club Inc**

## **Noel Wilson & Kevin Dodd**

### **Life Members**



Noel Wilson

Many thanks also to Brian Fooks, Glenn Crossley, John Knox and Kevin Dobbie for their diligent sub-committee work which provided the membership with the background information they required to consider their vote.

Members at the February General Meeting unanimously voted in favour of inducting two long term members of TMAC as Life Members. They join the ranks of our current life member, Will Sipma.

This honour was bestowed on both Noel and Kevin as a mark of our appreciation for the many years of dedication they have shown to both TMAC and the aero modelling community at large. And because they are great guys.



Lionel Weeks and Kevin Dodd



## Notice of Special Resolution – Septic system replacement

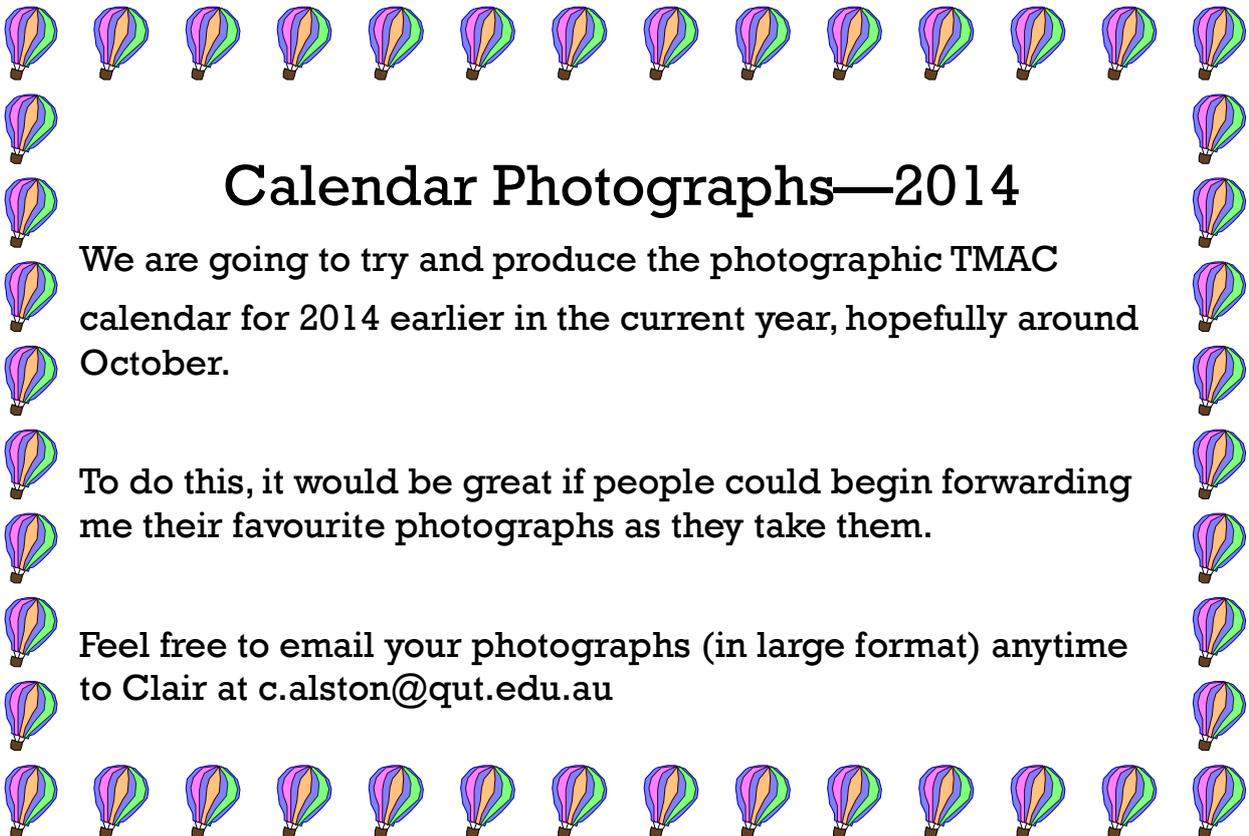
I Willem Sipma being a financial member of the Tingalpa Model Aero Club move in accordance with Rule 28 (7) that the Management Committee be given the authority to spend up to \$13000.00 for the re-placement of the current septic system.

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

## REMINDER—March General Meeting 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.**



## Calendar Photographs—2014

We are going to try and produce the photographic TMAC calendar for 2014 earlier in the current year, hopefully around October.

To do this, it would be great if people could begin forwarding me their favourite photographs as they take them.

Feel free to email your photographs (in large format) anytime to Clair at [c.alston@qut.edu.au](mailto:c.alston@qut.edu.au)



## President's Report: Noel Stewart

Welcome to the February edition of the Transmitter.

You might be saying to yourself "but I only just received the last edition"! True, this month's edition follows hot on the heels of the Dec / Jan edition due to a couple of reasons. Firstly, our calendar is chock full of events this year and the best way to keep you informed on these events is through these pages.

Secondly, the last edition was delayed slightly due to the Christmas New Year period and there are a couple of important reminders to members.

### Events

Sunday Feb 24<sup>th</sup> brought about our first scheduled event for the year, the **Extreme Hobbies sponsored Park Flyer Day**. The recent rains have transformed our field into a lush green carpet again ideally suited for the day and the rain and wind held off just long enough for all to have a good time. Congratulations and thanks to Chad Barrett from Extreme Hobbies for a day of great fun.

Following close by is our next event on the calendar "**Warbirds Day incorporating Southern Cross Air Force**" on **March 17<sup>th</sup>**. Don't forget the field will be open to **Warbirds only** (electric & I/C) from 09:00 until 14:00. Practice from 08:00.

### Model Expo

Preliminary work has also commenced on this years **Model Expo to be held 22<sup>nd</sup> September**. This year we have applied to have this event incorporated into the Brisbane Festival. Should we be successful it will allow us greater scope for exposure through media sources. More news on this as it comes to hand. Applications to fly in the event will be made available soon.

### Life Membership

For the last several months we have been eagerly awaiting the recommendations of the life member sub committee. Well, the big day finally arrived and I'm happy to say that at our last general meeting held at the Carindale Library on February 21<sup>st</sup> 2013 the members present unanimously voted **Noel Wilson and Kevin Dodd** to life member status. This honour is bestowed upon these members for reasons such as significant number of continuous year's membership, member of committee/ sub-committee's, support of meetings/ functions/ activities / events, rosters and general services, donations of goods and services to mention but a few.

Congratulations to both Noel and Kevin on this achievement. I'd also like to thank Brian Fooks, Glenn Crossley, Ron Dobbie and John Knox who volunteered their services to form the sub-committee in order to help us all consider our vote.

### MAAQ

For those who might not be aware, late last year a discussion was held and ultimately a motion moved and seconded by TMAC members to put together a proposal to host the

## President's report continued...

the 68th MAAA Australian Nationals here in Queensland in 2015. If successful this will ultimately involve a number of clubs around the south east as well as TMAC, clubs as far north as Maryborough and west to Dalby. Committee member Tyson Dodd has taken up the challenge as coordinator and needless to say there is much work ahead for him. The proposal was submitted to the MAAQ for consideration and recommendation at their quarterly meeting on Saturday 23<sup>rd</sup> Feb. 2013. This proposal (should we be successful) will then be presented to the MAAA for consideration at the MAAA 2013 Council Conference in May. More to come in following months.

### L.A.R.C.S. Visitors

In my last President's report I mentioned how lucky we were as a club to have escaped the devastation of recent weather events. Life for us here at TMAC has been pretty much uninterrupted apart from a few days down time.

I feel proud and privileged to be a part of a club that has history of community spirit and the ability to extend the hand of friendship to another club in time of need.

Over the last few weeks I have meet many new faces from LARCS. Many have expressed their sincere appreciation for the opportunity we have provided for them to fly with us until their field has recuperated from the effects of flood contamination. This is what aero modelling is about, to encourage and foster friendship between aero modellers".

In conversation with some of our sister club members it appears that rumours have emerged that LARCS will be closed permanently due to a complexity of issues. I am happy to say that recent correspondence from Council to LARCS has established these rumours to be totally false.

If we pause and think for a minute, here is a club that has been virtually wiped out due to a natural disaster, the enduring things their members have are their pride, sense of community and belonging, friendships and hope. Rumours anywhere stem predominantly from imagination and a lack of information, the first flows freely the second slowly and especially when dealing with government departments, as is the case here.

Many years ago I worked for the Logan City Council as a fitter in the Water and Sewage department. During that period I personally witnessed two large scale floods through the Logan district. I was also in involved in re-establishing essential services in the area. I have seen first hand the large scale impact this has on community land and infrastructure that has been contaminated by flood water. In many cases with large areas of land the most appropriate remedy is nature itself. It's not like you can get the gurney out, wash down 10-20 hectares and suddenly it's fixed. We're also reminded that there are many other areas of Logan that are still closed to public for the same reason. Time and natural elements are required here.

Things are now starting to look good for our visitors from LARCS. I would encourage you to remember these good people take pride in the same things we do, our clubs, our friendships and our aircraft. Please spare a thought for how rumours can affect others and let's provide as much help and support as we can to assist them back on their feet.



## Secretary's Report: Phil Gartshore

### TMAC Life Members

Congratulations to Kevin Dodd and Noel Wilson as newly elected TMAC Life Members. The two special resolutions were passed at the February General Meeting. Thanks to Brian Fooks and the subcommittee for their diligence and recommendations to the membership in this matter. Along with Will Sipma, TMAC now has three Life Members. Congratulations to Noel and Kevin.

### Membership Flags are Go for 2013-2014

As members will be aware, TMAC has been trialling membership flags as an alternative to frequency keys and stickers as evidence on current membership. Membership flags reflect the changes in our hobby with 2.4GHz equipment no longer needing to use frequency keys, provide an easy way to confirm that persons flying at TMAC are current members, and the fact that other strategies such as hanging frequency keys in the pits have not been very successful. The test period has shown that the flags are durable enough to last a year, and the transmitter handle has been the most convenient location for attachment.

At the February General Meeting, a motion was passed to adopt membership flags permanently commencing with 2103-2014 membership. At renewal, members will receive a membership flag to attach to each transmitter. Membership flags will be a different colour each year in the same way that membership sticks have in the past, in fact, there are 16 colours available. Use of frequency keys (without membership stickers) and keyboards will continue for non-36Mhz equipment, in addition to membership flags. The Committee has therefore redrafted and approved the affected By-Laws to reflect these changes. These are published in this addition of the transmitter for your review and feedback, and will be put to a General Meeting for ratification. If you have any comments of issue, please contact the Secretary.

Members should note that they should retain a frequency key, even if they only have 2.4GHz equipment, for use when visiting other clubs, as most have a requirement to use one in one form or another when visiting.

### Norfolk Island Fly-In - October 2013

The Norfolk Island Fly-in event will be held on 5/6<sup>th</sup> October this year. If you have an interest in travelling to Norfolk Island for the event, please contact Allen Danvers for more details. A flyer for the event is also available on the TMAC website

## Secretary's report continued...

### Operational By-Law for Helicopter Operations

I mentioned in the last Transmitter that the Committee is looking a clarifying helicopter operations by enacting a By-Law. The Committee has approved Operational By-Law 13 for Helicopter Operations, and it is published in this edition and will be brought before a General meeting for ratification.

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

Following discussion at the last General Meeting, Tyson Dodd kindly drafted a proposal on the club's behalf for submission to the MAAQ. This document has now been sent to the MAAQ with a covering letter for their consideration. If accepted, TMAC will form a committee within the next 6 months of the date of this proposal. Included in this Committee will be members from all competing disciplines to be represented at the 68<sup>th</sup> Nationals Event where available. This committee will perform associated tasks to ensure that all appropriate venues are selected relevant to the disciplines to be held and will work with the associated MAAQ/MAAA fields/clubs to facilitate and accommodate this event.

Given the time availability, TMAC does not see any reason why this 68<sup>th</sup> Nationals running committee cannot establish appropriate schedule for the event within the proposed dates. Given the rotation of the Nationals event and the Southeast Queensland clubs TMAC has discussed this with; it can confirm that there will be available suitable facilities. Currently, representatives of the TMAC Committee have had informal discussions with the following clubs:

1. LARCS
2. TMAC
3. SAMBR
4. CRAMS
5. TAA
6. QMARA
7. BFFS Inc.

### LARCS Field Closure

Just a note to advise that following the recent floods, LARCS field has been closed by Logan Council until contamination testing is completed. In the meantime, TMAC has extended an invitation to LARCS members to fly at TMAC while the issue is resolved. To lose the heart of your club for an extended period is a hard thing, so please make LARCS members welcome when you come across them at Porter Field.

# 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 ASAP.

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.



# Model Expo 2013

Sunday 22<sup>nd</sup> September



Food and Drink Available

**LOCATION:**  
**Minnippi Parklands**  
 Stanton Road West,  
 Tingalpa QLD 4173

Activities commence 9:00am

**Categories:**

- RC Tanks
- Tethered Cars
- RC Cars & Buggies
- RC Planes
- RC Helicopters
- RC Boats



**Convenor:** Noel Stewart  
 M: 0412 525 127  
 E: President@tmac.asn.au



Rosedale Springwood  
 Belmont-Tingalpa



## Flight Improvement Program



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

Welcome to the sixth 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.

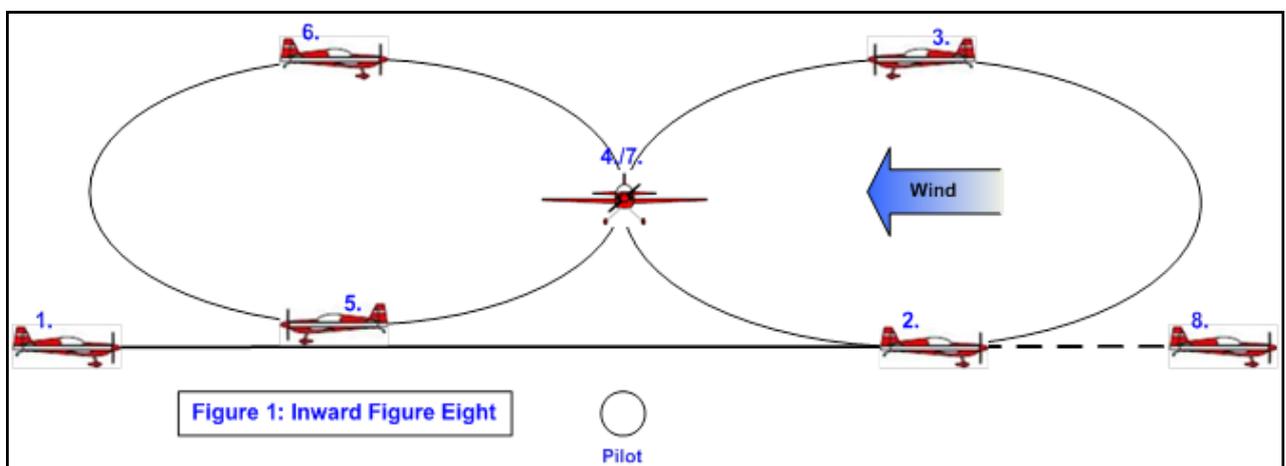
### Horizontal Figure of Eight

The horizontal Figure of Eight causes quite a bit of confusion amongst pilot's preparing for their Gold Wings. The main area of confusion comes from distinguishing between the inward and outward versions.

The two types are distinguished by the direction your aircraft is flying at the centre of the figure. The inward Figure of Eight sees you flying towards the pilot's position, or inward, at the centre of the manoeuvre, whereas the outward Figure of Eight sees you flying away from the pilot's position, or outward.

To achieve this for an inward figure, you need to commence the manoeuvre by passing the pilot's position and commencing a turn at the end of the Figure of Eight. For an Outward Figure of Eight, you need to enter by commencing a turn at the centre of the Eight.

The entire manoeuvre must be performed at a constant altitude, speed, and angle of bank and the two circles must be the same size.

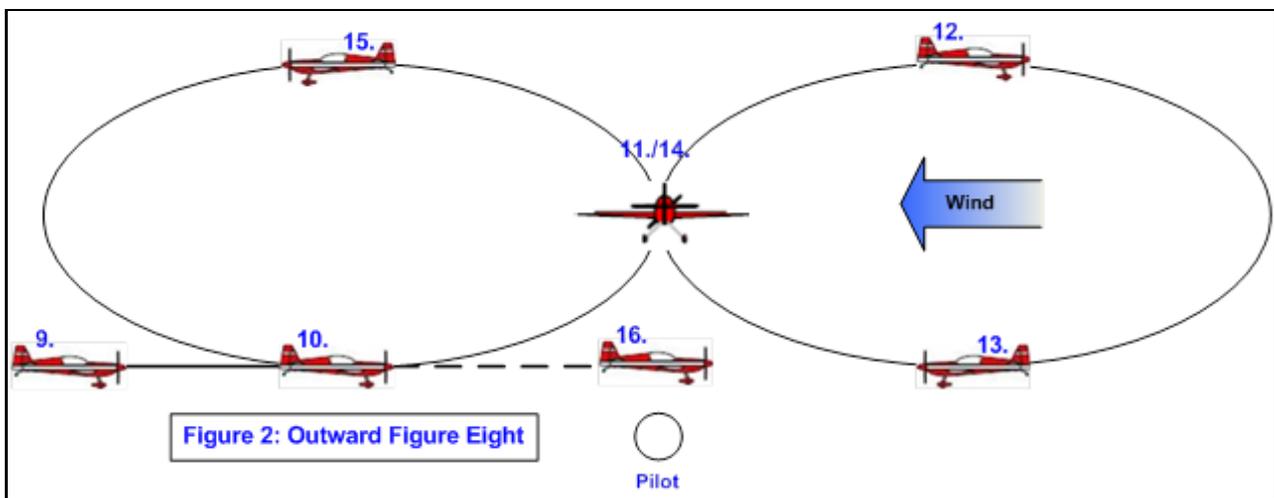


## Inward Horizontal Figure of Eight

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

1. This 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, and keep flying past the centreline to (2).
2. At (2), commence a left turn of 270 degrees (3/4 of a circle) until you are flying inward toward the Pilot's position at (4).
3. Now make a right turn of 360 degrees (full circle) (5 & 6) until you are again flying inward toward the Pilot's position at (7).
4. Now make a left turn of 90 degrees (1/4 of a circle) and exit the manoeuvre parallel to the strip (8).

The Inward Figure of Eight from the right is just the reverse, entering from the far end of the Eight.



## Outward Horizontal Figure of Eight

The Outward Figure of Eight (Figure 2) is similar to its Inward cousin, except that you enter the Eight at the centre rather than the end.

1. Begin at (9) with a 30-metre straight and level entry line, and commence a 90 degree left turn (1/4 of a circle) (10) so that you are flying outward, away from the Pilot's position (11).
2. At (11), commence a right turn of 360 degrees (full circle) (12 & 13), until you are again flying outward away from the Pilot's position at (14).
3. Now make a left turn of 270 degrees (3/4 of a circle) (15) and exit the manoeuvre parallel to the strip (16).

### Tips for Figures of Eight:

- Slow Down. Do not fly them 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)

## Operational By-Law 02 Restrictions



### Objective:

The objective of this By-Law is:

1. To highlight the restriction placed on the members.
2. These restrictions are mainly due to BCC Lease conditions, MAAA & MAAQ recommendations, insurance conditions and safety requirements.

### By-Law

1. **Hours of Operation.** No combustible fuel engine shall be operated at the field before 8.00 am Saturday and Sunday, 7.00 am Monday to Friday, notwithstanding further notified non-flying days published or notified in the Club Calendar, Club Magazine or Club Web Page.
2. **Noise.** No person shall operate a model aircraft engine at the field whose highest operational noise level exceeds 96db measured at three (3) metres on a grass surface.
3. **Licensing.** 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.
4. **Visibility.** No model shall be flown if visibility does not permit continuous visual contact by the pilot with the model.
5. **Height Restrictions.** No model shall be flown at a height:
  - a. In excess of 100 feet (30 metres) when full size aircraft are flying in the vicinity of the field; or,
  - ~~b. In excess of 10 feet (3 metres) in designated hover pads; or,~~
  - ~~e-b. \_\_\_\_\_~~ In excess of 400 feet (125 metres) at any other time.
6. **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.
7. **Flying.** No Model shall be flown over any people, or taken-off, launched from, landed in, flown over:
  - a. The pits area or taxiways;
  - b. Any part of the field behind a designated pilot's position;
  - c. The area beyond the limits of the field boundaries;
  - d. Any prohibited area which may from time to time be promulgated. (see Appendix B Schematic Drawing of Field); ~~or,~~
  - ~~e. Hover-pads may only be used by helicopters specifically for hover practice or hover training. (subject to the 10ft height limit and flying within boundaries).~~
8. **Pilot's Position.** The number of persons at the pilot's position shall be restricted to two (2) per aircraft, the pilot and one other. The second person includes a Spotter, an Instructor or other person approved by the Management Committee or Event Coordinator. For safety reasons, all spectators shall remain outside the pilot's position. No model shall be flown from any position on the field other than that designated as the "pilots' position", except:
  - a. 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. To achieve this when other aircraft are being flown, the pilot(s) must clearly acknowledge a call to fly circuits that will not be above the pilot on the strip. This may be done by the member attempting the take-off or with the assistance of other members. Only when Pilots have acknowledged the call and cleared the airspace above the intended take-off

## Operational By-Law 02 Restrictions



- position will any Pilot enter the strip. Pilots will be advised to resume normal circuits as soon as it is practical;
- b. While hand launching models on the verge of the strip, after which he or she will return to the "pilots' position" immediately; or,
  - c. 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; or,
  - ~~d. While operating helicopters in designated hover pad areas.~~
9. **Drug and Alcohol Use.** No person shall fly any fuel or electric powered model, or radio controlled model after having consumed any alcoholic beverage whilst at the field. No person shall fly any fuel or electric powered model, or radio controlled model after having consumed any alcoholic beverage or used any drug to an extent which is likely to impair such person's ability to control a model safely.
  10. **Supervision.** No person shall be permitted in the pits area, at the pilots' position, or on or near the runways, if such person's age or incapacity is likely to cause injury or damage, unless such person is accompanied and directly supervised at all times by a mature and responsible person.
  11. **Animals.** No dogs shall be permitted at the field unless they are restrained by a leash.
  12. **Channel Usage.** 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.  
Radios using the 2.4GHz band are exempt from this restriction.
  13. **Frequency Keys.** No person shall use any device, other than a commercially manufactured frequency control key in the frequency control keyboard. No person shall use a frequency control key in the frequency control keyboard which is less than fifty (50) millimetres (2 inches) wide.
  14. **Engine Start.** No engine shall be started until all personnel in the immediate vicinity are behind the line of the propellers(s), or in the case of rotary wing aircraft, at a safe distance.
  15. **Use of Model Restraints.** 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.
  16. **Taxiing in the Pits.** 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.
  17. **Pre-Flight Checks.** No model shall be flown until its control surfaces have been checked for direction and freedom of movement.
  18. **Model Rockets.** No model rocket(s), either free-flight or radio-controlled shall be operated at the field.
  19. **Bandwidth Testing.** No person shall operate radio control equipment at the field which has not been bandwidth tested as specified under Operational By-Law 03 Radio Equipment.

## Operational By-Law 02 Restrictions



**20. Solid Fuel Motors.** No free flight model powered by a solid fuel motor shall be operated from the field. No radio controlled model powered by a solid fuel motor shall be operated from the field unless there is in attendance a club member holding a current shot firer's license issued under the provisions of the Explosives Act (Qld).

**21. Maximum Simultaneous Operations.** The maximum number of aircraft airborne at any time shall be limited to six (6); except as otherwise authorised from time to time by the Management Committee or Event Coordinator. Pilot's waiting to fly shall not attempt a take-off/hand launch until the number of airborne aircraft is less than the limit in force on the day. Aircraft operating from the hover-pad area are excluded from this limit. Hand Launching. A pilot wishing to hand launch model must do so from a position outside the Pilot's Position, usually on or at the verge of the strip, after which he or she will return to the "pilots' position" immediately.

**END OF BY-LAW.**

## **TMAC Norfolk Island Fly In**

**October 2013**

### **Tingalpa Model Aero Club Norfolk Island flying challenge**

Join in the fun of an overseas TMAC weekend fly-in on Norfolk Island!

Meet the locals who will share their favourite flying spots around the island.

Bring your big planes, indoor flying and gliders to cover all conditions.

Group freight arrangements will be made for the event with cargo travelling by air freight approximately two weeks in advance.

For more information about this great event please see the TMAC website or contact Allen Danvers 0435993791

## Operational By-Law 03 Radio Equipment



### Objective:

The objective of this By-Law is:

1. Ensure transmitters and receivers are handled in an appropriate and safe manner.
2. Compliance with the MAAA's MOP's on radio equipment; and,
- 4.3. To ensure non-2.4GHz radio equipment, both transmitters and receivers, operate within the recommended band width.
1. ~~Transmitters and receivers are handled in an appropriate and safe manner.~~
2. ~~Compliance with the MAAA's MOP on 2.4 GHz equipment.~~

### By-Law

#### 1. General

- 1) Radio transmitters must be switched OFF before they are brought to the field.
- 2) TMAC members must attach a current membership flag to each transmitter annotated with their Name and Wings designation.
- 3) Radio Transmitters must be range tested at the field, prior to the first flight of the day.

#### 2. 2.4GHz Equipment

- 1) MAAA MOP058-2.4GHz Equipment is to be followed at all times.
- 2) Only radio equipment listed in Appendix A of MAAA MOP058 shall be operated. No other equipment is to be operated at TMAC premises.
- 3) 2.4GHz Transmitters are not required to be placed in the transmitter pound. Members are cautioned to be alert to the different procedures where they operate both 2.4GHz and non-2.4GHz equipment.

#### 3. Non-2.4GHz Equipment

- 1) MAAA MOP047-Use of 40MHz, MOP048-Use of 27MHz, MOP049-Use of 29 & 36MHz, and recommendations are to be followed.
- 2) All radio receivers and transmitters must be bandwidth tested by an approved testing facility on a once-off basis before they are operated at the field. Please refer to the MAAA web site ([www.maaa.asn.au](http://www.maaa.asn.au)) for a list of testing organisations. This means the transmitter and every receiver must be bandwidth tested for that frequency where possible; e.g. for crystal and synthesised sets.

1-3) Radio transmitters must be placed in the transmitter pound immediately upon arrival at the field.

2-4) Radio transmitters must operate on the frequency (channel) indicated on the transmitter case and its accompanying frequency control key.

3-5) The transmitter and frequency keys are to be cross checked by another club member and verified as correct; as they are entered into the pound. If a frequency change occurs, the transmitter and frequency keys are to be re-checked by another club member and verified as correct. Where the transmitter and frequency key details cannot be verified, the equipment is not to be used, and is to be turned off and removed from the field.

- ~~1) Radio transmitters and radio frequency control keys, both must carry external indication of the frequency or channel of operation. This may be a crystal frequency, an S for synthesised radio, 2.4GHz or other visual indicator. (Refer to TMAC Operational By-Law 03 Radio Equipment, Appendix A).~~
- ~~4)6) Radio transmitters must operate on the frequency (channel) indicated on the transmitter case and its accompanying frequency control key.~~
- 5)7) 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.
- 6)8) 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.
- 9) Radio transmitters and radio frequency control keys, both must carry external indication of owner, and the frequency or channel of operation. This may be a crystal frequency, an S for synthesised radio, or other visual indicator. (Refer to TMAC Operational By-Law 03 Radio Equipment Appendix A).
- 7)10) Under no circumstances shall any person insert or remove a frequency control key from the keyboard other than the person using the radio transmitter to which ~~they~~the key belongs.
- ~~2) All radio receivers and transmitters must be bandwidth tested by an approved testing facility on a once-off basis before they are operated at the field.~~
- ~~(Note 1: This means the transmitter and every receiver must be bandwidth tested for that frequency where possible, e.g. for crystal and synthesised sets).~~
- ~~(Note 2: For crystal sets, should the radio transmitters' frequency and thus the receivers' frequency be changed, the radio transmitter and every corresponding receiver must be re-bandwidth tested to the new frequency).~~
- ~~(Note 3: For 2.4GHz transmitters, where band with testing is inappropriate or not possible, then band width testing is not required, but the transmitter and receiver must have a 'C-Tick' to show compliance).~~
- ~~(Note 4: The MAAA's MOP on 2.4 GHz equipment and recommendations on band width testing are to be followed).~~

**End of By Law**

# Operational By-Law 11 Flight Instruction and Proficiency Testing



## Objective:

The objective of this By-Law is to ensure that:

1. All instructors/members have a clear understanding of flight instruction and proficiency testing requirements and procedure.
2. All Pilots ~~who undertake TMAC Flight Instruction and Proficiency testing~~, have a thorough understanding of the Club's Operational By-Laws.
3. All pilots tested also meet the MAAA Flight Proficiency Standards for the particular Wings Test. (i.e. Bronze Wings – Powered Aircraft, Helicopters, Gliders)

## By-Law

1. **Flight Instruction.** All flight instruction will be provided by either a TMAC or MAAA Instructor.  
~~1) All flight instruction will be provided by either a TMAC or MAAA Instructor. Solo Proficiency.~~ Before gaining solo proficiency all new members, both full members and associate members, must ~~pass the:~~
  - a) ~~TMAC Flight Proficiency Test.~~
2. have passed at minimum Wings level of MAAA Bronze Wings Test (for the type of aircraft flown).
  - b) ~~Testing will be undertaken in accordance with current procedures and testing documentation as issued by the TMAC Secretary. Particular attention should be paid to validating currency of these procedures and documents.~~
  - c) ~~All components of the testing will have to be undertaken and successfully completed the same day to gain proficiency i.e.:~~
    - i. ~~TMAC Flight Proficiency plus MAAA Fixed Wings Powered – Bronze Wings;~~
    - ii. ~~TMAC Flight Proficiency plus MAAA Glider – Bronze Wings; or~~
    - iii. ~~TMAC Flight Proficiency plus MAAA Helicopter – Bronze Wings.~~

All members must undertake the testing either:

- a) Using the Instructor's aircraft and equipment, and under direct supervision of a TMAC or MAAA Instructor, or
- b) Using their own aircraft and equipment, and under the direct supervision of a TMAC or MAAA Instructor.

Note, members must have a white "Under Instruction" ~~Sticker on their frequency key before passing a~~ Membership Flag on their transmitter until they have passed the appropriate proficiency test.

3. **Helicopter Hover Training.** For the purpose of helicopter trainee members practicing hovering only, pilots may after:
  - a) Initial direct supervision to basic hovering standard; and
  - b) Gaining a thorough understanding of the Club's Operational By-Laws;

Carry out their hovering activities only in the designated areas (i.e. helicopter pads), without being accompanied/supervised by a TMAC or MAAA Instructor, or other TMAC member.

4. **TMAC Instructor.** A TMAC Instructor is a TMAC member who has been approved by the TMAC Management Committee to undertake instruction.
5. **Applying to be a TMAC Instructor.** The TMAC Management Committee will consider applications for TMAC Instructor. The approvals will be given where warranted by need and with the view to the pilot's skill level and suitability for delivering instruction. The approval may be for up to 12 months and be conditional to certain trainees and equipment and flight certification. This includes but is not limited to:
  - a) Certain trainees – Son, daughter, wife or friend.
  - b) Equipment – Buddy box.
  - c) Flight certification - Gold Wings.

Any member wishing to undertake instructing at the club, is to gain permission to be a TMAC Instructor, prior to commencement of training.

6. **Non-Members Flying.** Non-Members may fly under the supervision of a MAAA Commercial Instructor. TMAC pays an additional insurance premium to MAAA to cover students supervised by MAAA Commercial Instructors.
7. **Other Non-Members.** In May and June, and November and December of each year, it is unreasonable to a non member to pay a half or full year membership fee to cover the period in order to be able to fly at TMAC.

In these circumstances, a non-member proposing to join the club may complete a membership form and have it seconded by the supervising member, but not be required to immediately pay the membership fee. Once the completed form is seconded, they are covered under the MAAA insurance policy. The form must be retained by the supervising Instructor as evidence of coverage, and a copy sent to the TMAC Registrar in due course with the non-member arrangement noted on the form:

Once the above is complete, the non-member is able to fly under the supervision of the seconding instructor up to four days for the balance of the period until the start of the next half year or full year period. A day is one of more flights on that day. The instructor must have the seconded form in their possession for inspection whilst supervising the non-member, and keep a record of the number of days flown. Supervision is required even if the non-member passes a MAAA Bronze Wings test for the category of aircraft operated.

After this period, the non-member must pay the required joining and membership fee and join the club.

**End of By-Law**

# Operational By-Law 13 Helicopter Operations



## Objective:

The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the requirements associated with the safe operation of Helicopters.

## By-Law

### 1. General Operations

- 1) No model helicopter shall be flown from any position on the field other than that promulgated as the "PILOTS' POSITION", except at take-off, when the pilot may stand behind the model aircraft or helicopter until it is airborne, after which he or she shall return to the "PILOTS' POSITION".
- 2) A specific area is set aside for the use of Helicopter Pilots, which is shown in Figure 1.
- 3) Pilots are to observe the MAAA requirement to maintain separation of 30m from the general public at all times.
- 4) All operations at the Helicopter Area must be conducted so that it does not conflict with aircraft operating in the circuit. Pilots are to maintain separation for fixed wing operations by restricting operations to the south of the "No Fly Zone" shown on Figure 1.
- 5) Any member who is not certified with at least the MAAA Bronze Wings level of competency shall not operate a helicopter unsupervised. It is a requirement that they be supervised by one of the following:
  - An MAAA instructor, or,
  - A pilot of minimum Gold Wings standard.
  - However, for the purposes of helicopter trainees practicing hovering only, it shall be permitted for them to carry out hovering activities only in the prescribed Helicopter Area.



Figure 1. Helicopter Area

- 6) Operations must be executed with the pilot standing at the designated Pilot's Position. Pilots may move from the pilot's position to place their aircraft onto the flying area, and to retrieve their aircraft from the flying area.

## Operational By-Law 13 Helicopter Operations



- 7) Helicopters may be operated on the Flight Strip at any time during Porter Field operating hours. Refer to By-Law 02 Restrictions and By-Law 04 Pilot to Pilot Communication for other provisions relation to flight operations.
- 8) Helicopters shall be carried to the Flight Strip or Helicopter Area prior to hovering and taking off.
- 9) Unless with prior approval of the Management Committee, or the event coordinator/safety officer on the day of an event or competition, NO changes will be made to move or add Pilots Positions or areas of operation, or the nature of operations.

**END OF BY-LAW .**

# War Birds Day

In conjunction with  
Southern Cross Air Force

Sunday 17th March

9:00 am—2:00 pm

Convenor: Noel Stewart

Come and enjoy what promises to be a  
wonderful and hopefully sunny event



# Electric and Unusual Model Day

Sunday 21st April

9:00 am—2:00 pm

Convenor: Martin Homann

It's time to start letting your imagination go wild and see if you can build something a bit unique and make it fly!



At TMAC this month....see the TMAC website for more great pictures



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