



Have A Go Day - 23rd February

Randall Mowlam

The morning broke without the anticipated rain & hopes were high for a great day of flying. The weather had other plans with the wind picking up early & strengthening quickly.

As the people started gathering for their briefing, our instructors completed their final checks & waited for the 8:00am clearance to test fly, the wind had already reach high levels & provided great challenges not only for the new students all ready to go but the instructors themselves with 3 aircraft damaged throughout the morning.

It was clear I needed to make the decision to cancel the rest of the flying & begin trying to send emails to all the registers pilots, however this proved hopeless as the remaining pilots continued to keep arriving & we had quite a challenge on our hands to keep all students moving in between the worst of the winds to get all students through. The day concluded around 1:00pm with all instructors totally exhausted & ready for a quiet moment alone.

Huge thank to all the instructors for braving the weather & helping all the registered pilots take a turn at our fanatic hobby. Instructors on the day were Phil Gartshore, George McKenzie, Martin Homman, Will Sipma, Allen Danvers & Denis Greenfield with the helicopters.

Also without the continued help of Pat & Lyn Wilson working our canteen to provide some great food & cold drinks the day could not have been such a success.

Dave Walker was kept busying again with registration desk & co-ordination of the various mode requests from several visitors waiting to take their instructions from the nominated instructors.

We had a total of 27 registered pilots on the day & again a fantastic effort to all the instructors for their hard work & keeping the planes under control in such trying conditions.

To all the visitors who arrived & enjoyed the day another huge thank you for your support, please come back & see us again with hopefully better conditions & blue skies ahead.

Thank you also to Dave Walker for preparing a magnificent field again for all to enjoy, we are very proud of our first class facilities available all year round.

Till next time, remember to always follow your instructor.

(See the back page for event pictures)

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Management Committee

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TMAC Life Members

Kevin Dodd, Will Sipma, Noel Wilson

TMAC Life Member's Trophy

Pat Wilson

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

TMAC Caption Competition



This year we thought we would run a caption competition. The winner/s each month will receive a free ticket in the raffle at our end of year Christmas function. If you would like to enter, please email your response to c.alston@iinet.net.au for publication in the next issue.

We are also having a name the plane competition. If you can name the plane below and tell us something special or interesting about it, the winner will also receive a free ticket in the Christmas raffle. Entries to c.alston@iinet.net.au





President's Report: Phil Gartshore

Welcome to 2014! Suddenly there are children back at school, and it seems the festive season was ages ago.

We commenced our calendar of events for the second half of the year with a Have-a-Go day on Sunday 23rd February. This allows the public to come along and see if flying RC models is for them. Last year was a busy day with over 40 members of the public fronting up. Please check out the report in this edition. Other events coming up include the SCAF War Birds day in March, and the Electric day in April.

Membership

Membership has continued to climb and this month we have 284 members, but is nowhere near previous high of about 320. This means that we are starting to get contention for some resources on busy days, so it is important that pilot's observe the correct protocols at the flight line. I have included a reminder of the requirements further along in this report.

MAAQ CFI

An update on the MAAQ executive. On the First of February 2014, the MAAQ CFI tendered his resignation to the MAAQ President. MAAQ has advised that the vacancy will not be filled before the next AGM, and that the CFI duties will be performed in the interim by the Vice President and the CFI North.

There was a backlog of Wings to be issued, and this has already been substantially cleared, so if you have been waiting for your wings to arrive for more than 4 weeks, please contact the TMAC registrar.

Instructor courses will also be held to clear a backlog of candidates during the next three months.

Safety

With increased membership comes increased responsibility. We now have 284 members and on some days the Pilot's position can become quite busy. It is therefore important that ALL pilots communicate with each other.

Pilot to Pilot Communication

The following is a summary of TMAC Operational By-Law04, and should be reviewed in full by members.

Pilots shall use the following, or similar terminology, to indicate their intentions to other fliers, who in turn, should acknowledge that they are aware of what is occurring or about to occur. Pilots must communicate their intent and it must be **LOUD, CLEAR, CONCISE, and ACKNOWLEDGED**. If you don't get an acknowledgement, repeat your intentions until you do. Standard terminology is as follows:

President's report continued...

"TAXIING ON THE RUNWAY"

(having first asked other pilots if it is clear to do so)

"TAKING OFF"

(priority to be given to aircraft on final landing approach)

"LOW PASS FROM THE" (LEFT or RIGHT as applicable)

(Note: LOW is defined as being under 2 metres)

"LANDING FROM THE" (LEFT, RIGHT, FRONT or REAR as applicable)

(call before turning on to final approach – indicate emergency if any)

"GOING AROUND" (aborting landing after calling intention to land)

"**DEAD STICK**" (emergency landing because of engine failure – all other fliers will give way)

"CLEAR ON THE RUNWAY"

(not necessarily off the mown area but well clear of the centre line)

"GOING ON TO THE RUNWAY"

(to stand behind the model for take-off or to recover a model that cannot be taxied)

Restraining models

For everyone's safety, pilots are required to restrain their model in the pits. Electric models can start without warning, so take care.

Taxiing into the pits

Taxiing is allowed outbound to the holding point only. All inbound models must stop engines at the "Stop Engines" sign.

Hovering over the strip

Unless you are the only aircraft in the air, please do not perform hovering manoeuvres over the strip. The circuit must remain clear for aircraft to pass over the strip in the circuit.

Hovering manoeuvres may be performed well clear of the strip in the centre of the circuit with the permission of other pilots. Please ask first.

Tuning your engine in the pits

Running you engine in the pits at full throttle for extended periods in the pits is annoying and dangerous. If you need to spend time tuning, please move your model out from the pits, or take it to the engine run up area. Remember to get another member to restrain the model while you tune it.

Continued page 9



Secretary's Report: Graham Matthews

The new year has begun and it is great to see that our membership continues to increase slowly. Numbers of members flying at weekends has increased noticeably and this, combined with an increased number of larger models, has caused a little crowding and perhaps some discomfort. The Committee is aware of some of the resulting issues and is taking positive action to address what can be addressed in the near term. These initiatives are addressed in reports of both the President and Secretary.

TMAC Calendar

The 2014 Club Calendar has been posted on the web site. It will be updated toward the middle of the year to include any changes. Known changes at the moment are introduction of Calamvale Community College event on 29 October 2014 and a proposed Hobby King BBQ fun day in September or October.

Calamvale Community College Event

The Committee has again given approval for the Calamvale Community College to use the field on Wednesday 29 October 2014 from 08:00 until 14:00. This event will involve a substantial number of school students flying a large number of model aircraft under supervision. The Club believes it is very important to foster the next generation of model aircraft enthusiasts and considers that events such as these are excellent ways of achieving this objective. Given the nature of the event, the field will be closed to normal club flying until 14:00 on this day. We seek the support of all club members in respecting this field closure. Another reminder notice will be issued closer to the date.

Hobby King Brisbane BBQ

Hobby King (Hong Kong based hobby supply company) has accepted an invitation from the Club to hold its Brisbane BBQ this year at Porter Field. Originally, the BBQ was to be held in March; however, scheduling three BBQs in the eastern states in this timeframe has proved impossible and it has now been postponed to the September/October period. This will be an informal fun fly day in which Hobby King will demonstrate some of their equipment. The Committee will provide more information as it comes to hand.

MAAA Manual of Procedures

There have been no amendments to the MAAA Manual of Procedures since the last Transmitter; however, the Committee reiterates the advice contained in the last Transmitter in relation to new 2.4 GHz equipment. In summary, the onus is now on the user to establish that the equipment conforms to Australian government requirements.

Instructing Family and Friends

There have been a number of requests recently for approval by Club members to provide flight instruction to family and friends. Club By Law 11 requires that all instruction within the Club be carried out by MAAA qualified instructors; however, it does provide, in exceptional circumstances, for temporary approval to be given to experienced, non instructor qualified pilots. Such approval is specific for a trainee and time period and is dependent on the applicant meeting the By Law 11 criteria (applicant sufficiently experienced, Gold Wings qualified and use of buddy box). Should you wish to seek approval under this By Law, please ensure that you meet the minimum requirements and apply in good time to the Committee through the Secretary.

Secretary's report continued...

Aircraft Noise

There have recently been a couple of comments from members about aircraft noise. Aircraft noise is not an easy issue to deal with as the annoyance factor depends on a range of factors (especially the aircraft and engine type). The MAAA policy on noise is focussed primarily on establishing the impact of aircraft noise on the surrounding environment and establishing specific aircraft noise limits to maintain an acceptable environmental impact. By definition, these aircraft noise limits may then be specific to a location. Substantial work was done at TMAC some years to establish acceptable limits for the TMAC external environment. There have been no external noise complaints since, so it is reasonable to assume that the limits established are appropriate. The policy resulting from this work is promulgated at Club By Law 12 and essentially states that aircraft will be tested exceptionally (i.e. when excessive noise is perceived). The limitation of this policy is that it addresses propeller driven aircraft only (and not, for example, helicopters or turbine powered aircraft). The recent complaints relate to perceived noise levels as it impacts other pilots. Whilst TMAC, as a voluntary, incorporated organisation, is not subject to the workplace health and safety legislation, the Committee is nevertheless treating the concerns seriously and will work with the relevant groups to try to find a satisfactory resolution. The first step will be to purchase a new sound meter with a calibration device. This will become the Club standard when measurements are required. The Committee will then engage with experts on both environmental issues and the various aircraft types to plan an appropriate forward. This is not a simple task and resolution will not be achieved overnight. We seek the co-operation of all as we work through these issues toward a practical, pragmatic solution.

Visitor Policy

Coverage of visitors to the Club under the MAAA insurance policy is predicated on strict adherence to the Club visitor policy. The Committee acknowledges that the current visitor book is unsatisfactory. A new visitor book will put in place within the next month. It will be stored in a weatherproof box near the club notice board. The box will also contain instructions for club members outlining their responsibilities in relation to visitors. Visitors fall into two categories; one - visitors who belong to another club which is affiliated with the MAAA (affiliated visitors) and the other - those who are not affiliated with the MAAA (non affiliated visitors). All visitors to the Club must be signed in by a TMAC member (TMAC Host), who must determine which category the visitor falls into (note that visitors from AMAS affiliated clubs are to be regarded as non affiliated visitors under the TMAC policy).

TMAC By Law 6 addresses the policy on affiliated visitors. In essence, affiliated visitors can be signed in on three occasions per membership year (excluding official event days and other Committee initiated invitations). For occasions beyond the three, visitors will be expected to apply for associate membership of TMAC. MAAA MOP 042 addresses the policy on non affiliated visitors. Essentially, it says that they can be signed in on four occasions only (total not per membership year). This is designed to enable prospective members to try the sport before they commit to joining a club. This restriction applies also to commercial instruction carried out at TMAC facilities; although, the Club is planning to make representations to the MAAA for an exemption for registered commercial instructors. The TMAC Host is responsible for briefing the visitor on Club rules and restrictions and for supervising flying activities.



Secretary's report continued...

Identifying Current TMAC Members

As was discussed in the last Transmitter, effective management of the visitor policy (detection of unauthorised visitors) is dependent on ready identification of Club members on the flight line. The Committee is now proposing to trial a coloured, flagged cable tie (depicted in the photo) to be attached in a conspicuous manner to members' transmitters. The cable tie will be fixed firmly to the transmitter and so should not cause interference or distraction to the operator. The flag is approximately 47mm x 28 mm and will be imprinted with "TMAC 14/15". This should readily identify current members on the flight line. The Committee will propose that conspicuous display of these membership identification devices on members' transmitters be a condition of membership.



Correspondence with the Committee

There have been a couple of occasions in recent times where consideration of member's correspondence to the Committee has been delayed beyond expectations and this has potentially caused some angst. There are two contributing factors; one that correspondence has been directed through a committee member other than the Secretary in the first instance and the other that member's expectations have been unrealistic. The Committee encourages you to direct all correspondence to the Secretary as this will streamline processing within the Committee. Should you wish to include other Committee members, please feel free to copy them on the correspondence. In terms of expectations, please remember that there are ten members on the Committee, most of whom work, and it is not always possible to respond to requests on very short notice. Please allow a reasonable period for a response and provide sufficient supporting information to enable an informed Committee decision.

This report should be read in conjunction with the President's report to keep you up to date with what is happening in the Club and also the wider model aircraft community. As you will note from these reports, the Committee is currently undertaking some significant activity to try to address a number of outstanding issues and would appreciate constructive input from members. I encourage you all to communicate with the Committee if you have any complaints or suggestions. In the meantime good flying and remember, in the words of someone famous, "it's just a model aircraft club"; let's all have fun safely!

President's report continued...

Master Plan Update - Pits Extension

The committee has looked at the contention for resources and identified that with larger models being flown; there is a shortage of Pits positions during busy mornings. To provide additional Pits space, the Executive has approved constructing a perpendicular pits at the eastern end of the current pits next to the Engine Run-up Area. The proposed structure is 14mx4m. Figure 1 shows the proposed location. An Application will be submitted to the Gambling Community Benefit Fund for approximately 80% of the cost, with TMAC funding the rest. If a grant is awarded, a motion will be put to a General Meeting to spend the required TMAC funds.

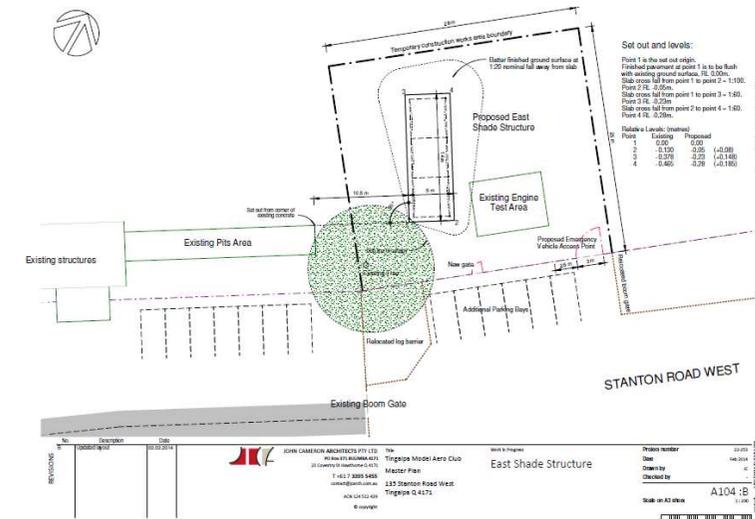


Figure 1 Proposed new Pits structure.

CASA Testing at TMAC

Members may recall that TMAC was approached by MAAA to consider allowing CASA to perform testing of pilots for commercial UAV licensing. The Committee did respond to MAAA that we would consider it, but would require additional information regarding time and any closures of the field. We have now subsequently been notified that CASA will not be proceeding with this request at this time.

Operational By-Laws Review

Members may note that the TMAC Operational by-Laws published on the club web site have not been updated for some time. The Committee has set itself a task of completing a review and publishing updated BY-Laws by June 2014.

To get this started, you will find an updated version of Operational By-Law 03 Radio Equipment in this edition. This has been approved by the Committee, and will be put to members at the next General Meeting for ratification as required under the rules.

TMAC Warbirds

This year's event promises to be as spectacular as previous events.....so come along

March 16th 2014





Tingalpa Model Aero Club
Annual Electric Day
 &
 Unusual Model Day*



SUNDAY 13th April 2014



Fly Anything Electric:

Aerobats Gliders Scale Foamies Helis & more

Pilots Prize Draws

Float Plane Timeslot

Barbecue & Drinks Available

Prize for Best Unusual Model

All Pilots Must Hold a Current MAAA Licence

Registration from 7:30 Pilots Briefing 8:00am



Contact: Martin Homann 0417 636 003

Location: UBD Ref 162 Take Graystone Street to Mississippi Parklands

* Unusual Models must fly in the designated timeslot on the day to be considered for a prize.
 Unusual models do not have to be electric powered.

Notice of Motion- Noise Metre

I, Tyson Dodd, being a financial member of the Tingalpa Model Aero Club Inc, in accordance with rule 28 (7), move that the Management Committee spend up to \$1,500 to acquire an IEC61672-1 Class 2 compliant sound metre and calibrator for the purposes of measuring aircraft noise levels.



TINGALPA MODEL AERO CLUB

&

SOUTHERN CROSS AIRFORCE

PRESENTS

WAR BIRDS DAY

16th MARCH 2014

8.00AM – 2.00 PM

MESS HALL OPEN FROM BREAKFAST TILL CLOSE.

BBQ, COLD DRINKS, TEA, COFFEE & SWEETS ETC.

DON'T FORGET TO BRING A CHAIR.

ENQUIRIES CONTACT NOEL STEWART 0412 525 127.

Operational By-Law 03

Radio Equipment



Objective:

The objective of this By-Law is:

1. To ensure transmitters and receivers are handled in an appropriate and safe manner;
2. To ensure that club membership is identifiable using an approved current identified on transmitter equipment;
3. Compliance with the MAAA's MOP's on radio equipment; and
4. To ensure non-2.4GHz radio equipment, both transmitters and receivers, operate within the recommended band width.

By-Law

General

1. Radio transmitters must be switched OFF before they are brought to or taken from the field.
2. Radio transmitters must be range tested at the field, prior to the first flight of the day.
3. All members shall affix a current, authorised membership identifier to all transmitters used on club premises. The identifier must be attached so that it is external to the transmitter, easily visible, and such that currency markings printed thereon can be easily read. Anyone not displaying an approved current membership identifier on a transmitter in use on club premises must be signed in as a bona fide visitor in the club visitor's book or be able to establish that they are a prospective member (i.e. that they have submitted an application for membership, paid their dues and are awaiting acceptance).

The Committee shall from time to time determine the type of identifier required, and supply identifiers to new members as soon as practicable after their application is approved, and to continuing members as soon as practicable after full membership dues have been received.

2.4GHz Equipment

4. MAAA MOP058-2.4GHz¹ Equipment and recommendations are to be followed.
5. Only radio equipment compliant with the requirements of MAAA MOP058 shall be operated. No other equipment shall be operated at TMAC premises.
6. 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.

Non-2.4GHz Equipment

7. MAAA MOP047-Use of 40MHz, MOP048-Use of 27MHz, MOP049-Use of 29 & 36MHz², and recommendations are to be followed.
8. 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. This means the transmitter and every receiver must be bandwidth tested for that frequency where possible; e.g. for crystal and synthesised sets.
9. No radio transmissions are allowed until the following frequency procedure is carried out. 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.
10. 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, or other visual indicator. (Refer to TMAC Operational By-Law 03 Radio Equipment Appendix A).
11. Radio transmitters must operate on the frequency (channel) indicated on the transmitter case and its accompanying frequency control key.
12. 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 the key belongs.
13. A transmitter pound does not generally operate at TMAC, however a frequency key must be placed in the correct frequency slot on the frequency board for each transmitter at all times.
14. On days when a transmitter pound is in operation, including club events if specified by the event coordinator, radio transmitters must be placed in the transmitter pound immediately upon arrival at the field, and the following shall apply:
 - a. 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.
 - b. 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.

End of By Law

¹ MOP documents are available at www.maaa.asn.au.

² MOP documents are available at www.maaa.asn.au.

What's new in 2.4GHz Radio Equipment – Phil Gartshore

Introduction

There have been some changes happening in the RC Radio equipment market and with the MAAA MOP recently. This article attempts to give members an update on 2.4GHz technology, and what's happening in the market, plus the latest guidance on approved radios from MAAA.

I will mention some brand technologies in the article as examples, but this article is not an endorsement of any particular radio or technology.

History

Would you believe we first published a Transmitter article on 2.4GHz equipment in 2007? Spektrum RC released the DX7 in around October 2006, and mass transition to 2.4 really began in 2007, with manufacturers like Futaba, and Hitec scrambling to bring 2.4GHz equipment to market. Since then the market has completely moved away from 36MHz narrow band radios.

A refresher on 2.4GHz Technology

The base Technology

There are two primary types of Spread Spectrum technologies: Frequency Hopping (FHSS), and Direct Sequencing (DSSS). FHSS systems transmit on a narrow (KHz wide) signal like 36MHz equipment and also rapidly jump from one frequency to the next, spending a few milliseconds on each. DSSS systems transmit on one or two selected frequencies but on a wider (MHz wide) signal. DSSS essentially avoids interference by scanning for free frequencies before transmitting, and FHSS does not; it just collides briefly and jumps away to another frequency.

DSSS Operation

Direct Sequencing Spread Spectrum uses wide band transmission, with each channel ~1MHz wide. While manufacturers don't publish their detailed specs, they have approximately 80 channels available; given that the 2.4GHz band spans 2400-2483.5MHz.

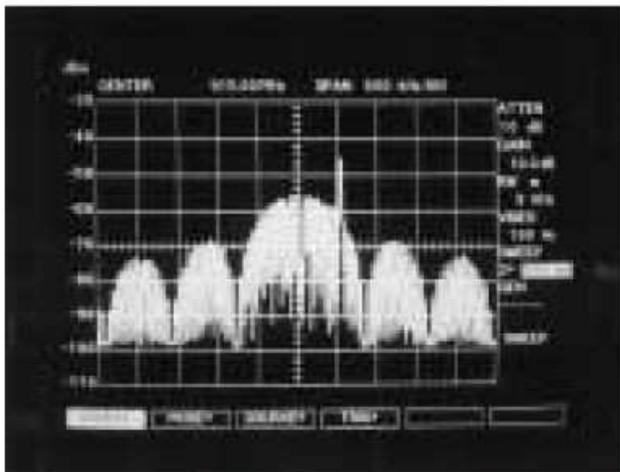


Figure 1 shows an enlarged spread DSSS signal with a narrow band signal one grid to the right to illustrate the difference.

DSSS uses a cyclic algorithm which alternatively spreads and de-spreads the signal; spreading at the Transmitter, and de-spreading at the receiver. This cyclic cancellation of the spreading code under consecutive passes is key to the interference rejection abilities of DSSS. See

Figure 1. This means that when the receiver passes the spread signal through the same algorithm to de-spread to a narrow band signal and in turn recovers the transmitted data frames, it also filters out any narrowband signals present at the same time.

DSM and DSM2 systems from Spektrum and JR are examples of equipment that operates in this manner.

FHSS Operation

Frequency Hopping Spread Spektrum (FHSS) doesn't try to avoid other signals. It simply spends so little time on each frequency that interference due collisions have virtually no effect.

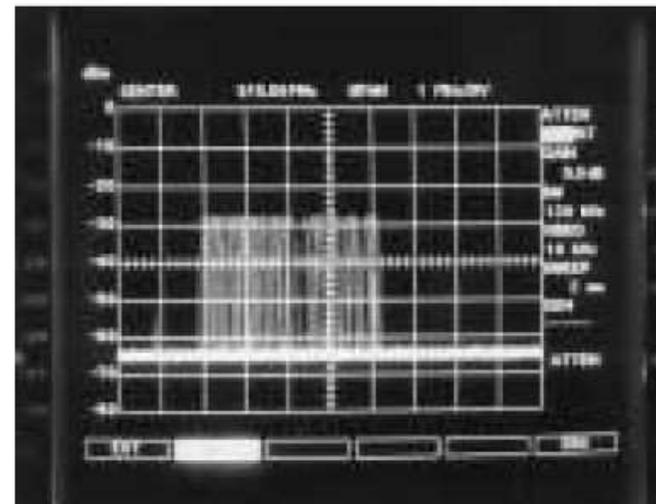


Figure 2 shows a FHSS signal over time, with transmission signals occurring all over the spectrum. Note that this screen shot shows a much larger amount of the spectrum than Figure 1.

The only slight issue with FHSS is that as the number radios operating simultaneously increases so does the number of collisions; which reduces the frame rate at the receiver and in extreme cases reduces the responsiveness of the radio. Having said that, we are speaking about quite large numbers of radios.

FHSS systems from Futaba are an example of radios that operate in this manner.

Where are we with Radio Technologies today?

Since 2007, there has been a marketing battle of sorts between manufacturers advocating one system or another as being more "bullet proof" than the other. In practice, clubs have experienced very few problems with either type of radio.

Today the argument about the merits of DSSS and FHSS is pretty much over, because most manufacturers, despite the marketing hype, have brought out models that use pretty much the same radio transmission system. Manufacturers are opting to combine the strengths of DSSS and the strengths of FHSS to produce a hybrid that not only constantly hops about the band but also uses DSSS to spread each of its chosen channels far wider than simple FHSS alone could manage. Testing shows that this system provides extremely high signal resilience, even when quite high levels of interference exists across the band. Examples of these systems are Spektrum's DSMX, Hitec's AFHSS, and Futaba's DSM-J systems.

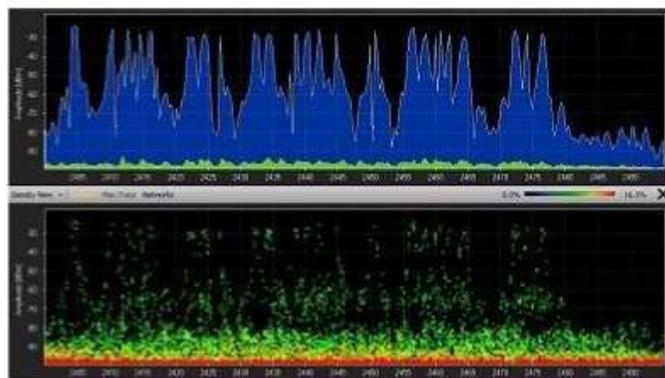


Figure 3 shows the spectrum use of a Spektrum DSMX Radio.

MAAA Requirements

MAAA requirements are documented in MOP058, available for the MAAA web site. MOP058 previously provided a table of "approved" radio equipment, but has been updated recently, and operators are now responsible for ensuring their equipment is compliant. The following is a summary of the requirement; however members should read and understand the entire MAAA document before purchasing equipment, especially from overseas.

All equipment must conform to the Radiocommunications Act 1992 including as defined in the AS/ANZ Standards and the relevant Class Licence, Radiocommunications (Low Interference Potential Devices) Class Licence 2000, which is administered by the Australian Communications and Media Authority (ACMA).

In general, radio equipment must conform to one of the following:

1. Australian C-Tick endorsement;
2. US Federal Communications Commission (FCC);
3. European Telecommunications Standards Institute Standard ETSI 300 328.

The fact that an item of equipment has a C-Tick compliance mark applied indicates that the importer or manufacturer has made a declaration of conformity that the equipment complies with the mandatory obligations under the regulatory requirements, holding the appropriate test reports to the applicable standards. Without this compliance mark the Radiocommunications Act places the responsibility on the user to ensure that the equipment complies with the applicable standards. There are severe penalties for operation of equipment that does not comply with the applicable standards.

If equipment does not have a C-Tick compliance sticker and the user is relying on FCC or ETSI compliance marking, then the user must ensure that an FCC or ETSI label or other marking is affixed to the equipment in use and that this identifies the equipment as meeting the specific required standard.

Selecting a new 2.4GHz Radio

If you are in the market for a new radio, things have not really changed from 36MHz days. Read product reviews, ask other members what they use, and then buy something that a number of other members are using successfully. Then at least if you have an issue, there are many experts familiar with your equipment to call on.

With manufacturer technologies converging, selecting a 2.4GHz radio is now about functionality, usability, and ease of configuration. Just check the technology provided by particular models.

Consider not being an early adopter. Manufacturers do occasionally produce a "dud" model that exhibits more problems than other systems and should be avoided. Let others operate a new model radio for a few months before you buy. Also check the web for known problems with your chosen model; these days, modellers are quick to share their unhappiness with a particular product on the web.

We hope this helps members keep up to date with radio equipment and the current requirements. Safe flying everyone.

TMAC Christmas Party - 21st December 2013

The annual TMAC Christmas Party was held in late December with much success. Around 80 members and their guests congregated at the field to partake in some wonderful food, prepared by Pat & Lyn Wilson, and generally have a relaxed catch-up to end the year.

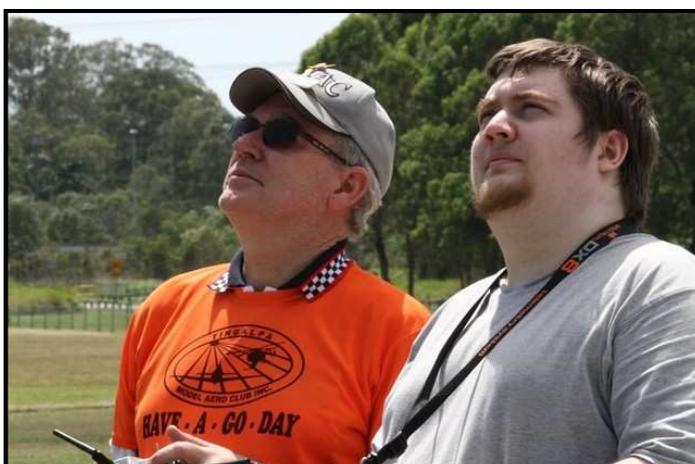
Some members participated in Night Flying and float plane antics.

Thanks must go to all the members who helped make it such a great evening. In particular, Lyn & Pat for catering, Phil for selling the raffle tickets, Graham for washing up, Dave for kitchen help and John for driving Santa in his sleigh.

Budget Hobbies were once again wonderful sponsors in providing various Santa gifts and the Tiger 3 which we raffled on the night. Also, a big thank-you to Ruth Alston who donated her home cooked and decorated Christmas fruit cake to be raffled.



Have A Go Day



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