

T TRANSMITTER



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Noel Wilson (07) 3890 2520

Noel Stewart 0412 525 127

Heavy model inspectors. (FW25)

Ian Howard, Phil Collins

Heavy & giant models (FW25 / FW50)

Kevin Dodd, Doug McIlwraith, Richard Symes,

From the Editor.

As I write this there is significant activity down at the field. The earth works for the club house extension have commenced and concreting for the electric / EDF take off pads is planned for tomorrow. Please be careful as all this will create some short term hazards around the field. Speaking of earth work you may have also noticed that repairs have been done to the eastern end of the field. For those of you who missed out on flying that day, thank you for your patience. We did try to advise everybody by email but we don't have email addresses for everybody and a number of those we do have seem incorrect or out of date. (Every time I set out a group email I get about 15-20 rejects) If you wish to receive advice like this please ensure the Registrar has your correct email address.

Enough from me, fly safely and remember, The Piper Cub is the world's safest aeroplane. It can only just kill you.

Peter Biddle

On The Cover

2010 Peter Cutler Trophy winner Keith Hayman and his Victa T6 Airtourer. For more details of this model see the September—October edition of the Tingalpa Transmitter.

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From The President

Hello members,

Renewals and Club House Promissory Notes

Let's get those renewals and promissory notes into the Treasurer. So far subscriptions have been good but we have some way to go to fully fund the new club extensions. If you have questions or concerns contact me and I'll try to answer any you may have. If you can afford to invest in the club now is the time to do it. We will be starting on the earthworks soon and don't need any delays to the work while we mess around with funding.

Events

Congratulations to everybody who contributed to the recent Scalefest and Peter Cutler events. In particular Phil Gartshore and Noel Stewart for all their effort to organize and run the event and of course well done to the participants and special pat on the back for Keith Hayman.

Unusual model day is up next (Sunday 18th July). Get those weird models ready and be there. It's always lots of Fun. I'll be away after 9th July so Kevin Dodd is looking after the event on the day. Just contact me or Kev if you have any questions. We usually relax operation times for this event and start early if it suits members. I was thinking conditions could be better if we started about 7am if you model is not too noisy. That way we can try to keep the field open for general flying with only some short interruptions.

MAAQ Inter Club Challenge (L.A.R.C.S Field Saturday 28th August)

Members are asked to send nominations to me for a TMAC team to enter this event. Sounds like a lot of fun and a chance to spend time with our neighbors and colleagues from other clubs. The details are in the "Airflow Magazine". We need to cover 5 events. So that means five team members covering:

- Musical Landings
- Fun Fly
- Most Unusual Model
- Fun Scale
- Helicopter

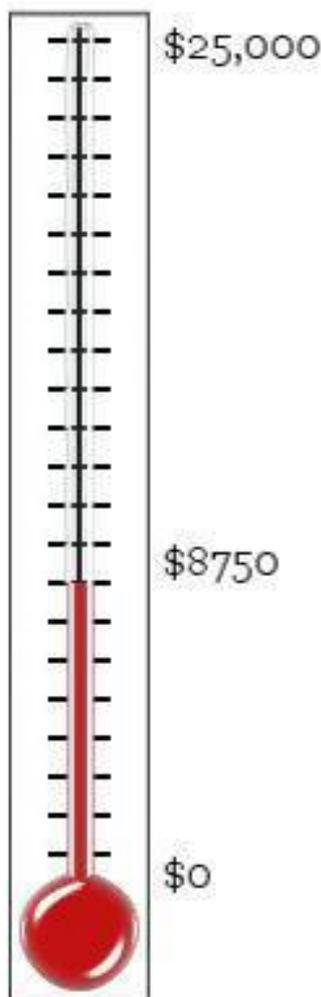
Safety & Operations

Safety at the field is something we must all keep foremost in our minds. There have been many reports of members launching aircraft from the taxiways and pit areas. No matter how tempting this is, or how innocent it may seem when you think no one is about or watching, it must not happen. We have plenty of room to offer safe buffer spaces between the strip, taxiways and pit area. Please use them properly and don't be lax or lazy. The last thing we need to be having to do is assist members because we have an accident or be investigating complaints into breaches of rules or by-laws.

Behavior at the Pilots position also needs some attention. Communication and manners need to improve. We have been a lot busier lately with models that require hand launches from adjacent the pilots position. Some of these models also are more suited for in close circuits or 3D operation. Please pay attention to who is already flying and what your flight might require before launching or take off. Some pilots need time to respond to requests from others about to launch and can be easily upset by models buzzing about close in. Let the other pilots know what you would like to do. Do not just announce it, and charge onto the circuit. Remember we are all at the field to have fun, so be considerate of others and don't be afraid to talk to each other.

Happy Aeromodelling—Allen Danvers

Update—Club House Stage 2



As this newsletter goes to press, the club will commence work [excavations] for Stage 2 of the proposed Club House, which consists of the catering facility. The excavations will remove the retaining wall from the western end of the existing bunker to the next set of steps. Unfortunately for a short period of time there will be some inconvenience, however in the long term, all members will benefit. Once excavations are completed, the club will engage the builder for the construction of the kitchen tea room facility, which hopefully will be completed in the near future. The Promissory Funds already committed by members and those still to come [yes, we need as many members as possible to

contribute], will then ensure that that the facility will be up and running sooner rather than later. As indicated in the last newsletter the club is attempting to raise \$25,000 towards funding the club house extension. Anyone wishing to assist in any way can contact Will Sipma for more information.

From the Secretary.

May/June 2010

Renewal Time Again

Well it's that time of year when members send in their dues. Remember you need to be financial by on the 1st of July to be covered under the club's insurance. Financial means you have submitted your completed and signed membership form and dues, and hold a TMAC receipt.

The 2010/2011 membership form is up on the web site (www.tmac.asn.au), and a form has been posted to members who requested that the Transmitter be posted to them. This year we are trialling EFT as a payment method. If you chose to use EFT, please remember to include a copy of the transaction receipt to allow Noel and Martin to match your payment to your renewal form.

Qld Scalefest Unclaimed Prize

This year's ScaleFest was a great success, with 40 entries. Pilots were pretty relaxed on Saturday, and the Judges were pretty relaxed. All that changed on Sunday when many pilots realised how little time remained to complete their three judged flights. As a result, there was judging right up to the 1p.m. deadline.

Congratulations to Noel Stewart of running a very smooth event. Everybody who helped out did a terrific job. Also, thanks again to the MAAQ CFI, Mick Snabaitis who travelled down from Toowoomba to judge on both days.

A big thank you to our sponsors who contributed prizes:

- Xtreme Hobby
- Wings over the downs
- Desert Aircraft
- Hobbyrama
- Budget Hobbies

There is a separate article in this edition with pictures of the scale aircraft and photos of the trophy winners. On that note, I still have one unclaimed prize from the day. I'm pretty sure the winner is a doctor, given the quality of the handwriting. My team of hand writing experts are unable to divine either the surname or the phone number; however, I have spoken to some very nice people as I attempted to guess the full phone number.

If you are the holder of raffle ticket **Blue A54**, please contact me and I see that you get your prize. If I can't identify the winner before the Unusual Model Event in July, it will be presented to the winner of that event (apparently the Secretary is not able to keep unclaimed prizes for his own use).

Club House Stage 2 Funding Update

At the June General Meeting the membership present unanimously passed the published motion to issue

Promissory Notes to raise funds of up to \$25,000 to build the next stage of the club house. A Promissory Note simply makes you an unsecured creditor of the club when you lent it money.

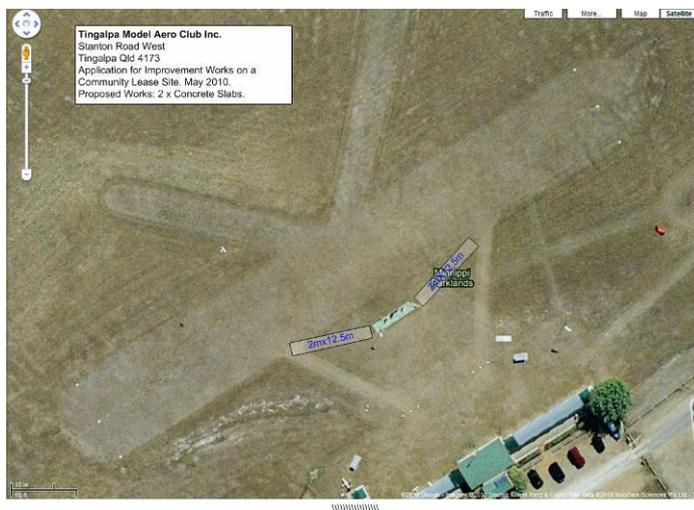
We have not yet received the bulk of renewals, however from those we have received; we have had a very good response in terms of applications for the issue of a Promissory note. Enough, in fact, to commence initial works excavating the site in readiness for construction proper to commence. Expect to see an excavator at the field in the coming weeks.

Thank you very much to those who have already contributed, but we do need more funds to hit the target, not only to construct the building, but also to complete the fit-out and make it useable. Please consider contributing to the building fund when you renew this year if you are able.

EDF Take Off Strip Progress

Construction of the EDF take-off strips is set to go in the format shown below. The same excavator that is being hired to dig ready for the club foundations will also be used to dig the EDF strips ready to lay concrete. Please take care during construction, as there will be works occurring adjacent to the pilot's position.

Once ready, boxing and concrete will be laid in short order. A big thank you to Chad Barrett and the team at Xtreme Hobby who have agreed to contribute financially towards this. Expect a small but visible plaque to be attached to the strips acknowledging the contribution.



Office Holders and Committee Members

The Annual General Meeting is coming up fast. You will find nomination forms in this issue. If you can spare the time, please nominate. The club is always in need of assistance to operate the club.

I will not be nominating for the position of Secretary for 2010/2011. The club is therefore in need of in need of someone to step up and take on the job.

Safe flying everyone,
Phil Gartshore.

2010 Scale Fest and Peter Cutler Trophy Weekend

Over the weekend of 19th and 20th June we gathered from the annual TMAC Scale Fest and Peter Cutler Memorial Trophy, and what a weekend it was.

The weather Gods obliged with perfect flying weather all weekend to help out the 40 or so entries we had. Again we had people coming from many other clubs to join us for the weekend. It was great to see such a large turnout across the weekend.

This was the second year in a row this event has been run as run as a two day event and has proved to be very successful and popular allowing both Saturday & Sunday flyers to participate.

The format was simple, turn up with a scale model and fly. For the Scale Fest component there is no static judging so the model did not need to be something you spent hundreds of hours researching and building, as long as it was a fair representation of a full size aircraft. A significant number of the entries were ARFs.

Pilots were then allowed a maximum of three judged flights where the intention was to impress the judges with your scale flying. That is a scale like take off, realistic flight maneuvers for that type of aeroplane (at a realistic speed) and a corresponding scale like landing.

This was my first time flying in one of these event, but having thought about it a bit I decided this can't be too hard. Out with the Miles Sparrowhawk, a racing aeroplane so scale flying only required a nice take off, a few high speed circuits with turns around imaginary pylons and land. This got me 2nd place in my class—it's that easy.

Across both days there was a large diversity of aircraft including the representation from WW1, WW2 and civilian aviation. See some of the action on the next couple of pages and on the web site.

As stated earlier the weather was perfect all weekend and with 40 aircraft registered with three flights each the flight line was kept busy all weekend. To help the judges only two aircraft were allowed in the air at any time so there was often a queue at the taxi way. However thanks the work of the flight line controller, Mark all pilots got their turn.

The Scale Fest results from the weekend were

Judges Choice

Lionel Weeks (Tiger Moth)

Pilots Choice

Phil Crandon (Albatross)

Under 70"

1. Noel Stewart (Sea Fury)
2. Peter Biddle (Sparrowhawk)
3. Brian Fooks (Steerman)

70" - 90"

1. Warren Hathaway (Steerman)
2. Keith Hayman (Tiger Moth)
3. Phil Crandon (Albatross)

Over 90"

1. Ron Cavanaugh (P51)
2. Joseph Prost (C130)
3. Keith Hayman (Victa Airtourer)

Again we have to thank our sponsors for providing goods in support of the club, in no particular order

- Xtreme Hobbies
- Budget Hobbies
- Wings Over the Downs
- Hobbyrama
- Desert Aircraft
- Ray Perrin

As always these events do not just happen, somebody needs to get in and put everything together to make sure the rest of us have a great weekend. This year the smooth running was organized by Noel Stewart and Phil Gartshore with significant help from many others on the day including;

- Ray & Max—transmitter pound
- Mark—flight line control
- Glenn and Mick - BBQ
- Ron, Aaron and others - flight judging
- Dave & Gregor for having the field looking so good
- All the others who helped across the weekend

Without these guys working all weekend the show just would not have happened. Thanks to all of you.

Finally the other major part of the weekend was the awarding of TMAC's major award, the Peter Cutler Memorial Trophy. This event is open to TMAC members only and is based on static judging, however the model must also demonstrate its ability to fly.

This year the award went to Keith Hayman with his T6 Victa Airtourer decked out in RNZAF colour scheme. Congratulations Keith on a great weekend.

See you at next years Scale Fest.
Peter Biddle

In the words of Otto Lilienthal.

'To invent an aeroplane is nothing. To build one is something. But to fly is everything.'



**Scale Fest Action
Saturday**



Scale Fest Action Sunday



Continuing with the series of safety related articles I found these two interesting articles in the May 2010 edition of the AMA insider—the National newsletter of the American Academy of Model Aeronautics

A Lesson in How to Crash

From the newsletter of the Silent Electric Flyers, San Diego

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermark 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn toward me to come back to the center of the field, I over rotated due to the larger-than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and zipped when I should have zagged.

End result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

- Don't get in a hurry to go do a flight. If it's 3:30 p.m. when you leave for the field in the winter, it will be dark in only 1.5-2 hours.
- A headwind is a good thing, dead calm requires more roll out and longer takeoffs.
- Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.

- Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control.

The Lighter Side of Safety: Revisited

By Don Nix, Insider Safety Column Editor

A few months ago I wrote about some things I had seen at various flying fields that could have been safety disasters, but happily turned out funny instead. I decided to continue the subject because (1) I've remembered a few more, (2) many seemed to enjoy them, and (3) I drew a blank for a subject this month ... Seemed like good reasons to me.

As I've mentioned before, I've been a modeler since I was six years old, and a full-scale pilot for nearly 51 years. I got into RC a little late in life—back in the mid-1980s—after full-scale began to be almost prohibitively expensive for the average guy. I'm sure readers who also fly full-scale can understand what a humbling experience the transition to RC can be. Suffice to say it took a very long time to get my head out of the cockpit and fly the airplane viewing from the outside.

My late wife was also a licensed pilot, and after I became fairly comfortable with a couple of RC trainers, it was her turn. Things went well for the first few sessions using the buddy box system, but she was a long way from soloing. After a takeoff one day, she said, "My transmitter is out of trim, and I don't feel comfortable enough yet to try to trim it myself." I replied, "Nooo problem. Here, swap transmitters with me, and I'll get yours trimmed up."

(Rim shock....cymbals....think about it for a minute.)

An incident some years earlier occurred while I was flying a full-scale airplane, but the lesson learned remains the same as for models. I lived in northern Illinois at the time and did a lot of business flying in my Piper Comanche.

One winter we had a several-week stretch of weather that I didn't care to attempt to fly in even though I was instrument rated. When the weather finally improved a bit, I departed one day on a long-delayed business trip. I had several thousand hours experience and hundreds in that airplane, but I was quite aware that inactivity for an extended period—models or full-scale—can be dangerous. I went through my checklists very carefully before and after starting the engine, during taxi, and pre-takeoff.

Takeoff and climb to altitude proceeded without a hitch, so I trimmed for level flight, set the autopilot and began to relax, but not for long. My Comanche normally trued out about 180 mph, but after tweaking

everything I could think of, I couldn't nurse more than about 155 out of the beast. I stewed and wracked my brain for at least 10 minutes. Remember the cartoons where the little light bulb suddenly lights up over the character's head?

In my special efforts to be very, very careful during takeoff and climbout, concentrating and perhaps too focused, I had neglected to retract the landing gear. I was alone with no witnesses, but shame and embarrassment washed over me.

Lesson: No matter how high one's level of experience, after a period of inactivity use a checklist—all of it.

Back to models. The first good-weather weekend after Christmas was always interesting at my favorite RC field in Southern California. All the people with new Christmas airplanes would show up, many of them beginners. I was hangar flying with a friend one January while we watched a young fellow about 14 getting his new ready-to-fly toy assembled. It was some sort of long-winged motor glider powered by a 1/2 A engine. His mother was standing close by watching sonny boy.

It quickly became obvious the lad had never flown before so my friend, one of our club's instructors, walked over and offered to help. Instead of gratitude, this whiz kid erupted with profanity, suggesting my friend perform an anatomically impossible act on himself.

The instructor said, "Oookay" and walked away. As we watched from the sidelines, the kid hand-launched the model and immediately pulled full up elevator, which was hooked up in reverse. Amazing how thoroughly and quickly a paved runway can convert a foam ready-built into a pile of packing peanuts.

The ironic part? My friend said to the mother, "Ma'am, that wouldn't have happened if your son had accepted my help." Her response was only slightly less vile than the son's.

Clearly, the needless incident could have hurt someone, so to head off myriad e-mails asking why we allowed the boy to fly: it was a public county park, and we had no authority whatever to control operations; we just suffered the criticism if someone did something stupid or careless.

Late News—Work has started on the earth works for the club house extension



MAAQ Interclub Challenge

MAAQ Interclub Challenge logo featuring a circular emblem with a map of Queensland and the text 'MODEL AERONAUTICAL SOCIETY QUEENSLAND'.

Saturday August 28th

The MAAQ have organized a great event where all clubs can participate in a get together of members dedicated to have fun.

The *MAAQ Interclub Challenge* is a set of six easy to complete "competitions" where clubs nominate one of their members to enter an event and compete with each other. There will be a total of 5 events such as unusual model, musical landing, fun fly, ARF scale, helicopter event, glider, and so on. The club can drop one event, with the remaining score added together to give a winning club.

The actual events will be announced around end of March. Every event will be designed to be simple without specialized models, or having to be a experienced competition flyer. You will be able to practice at your own field.

Entry is free to everyone. Clubs are encouraged to wear their club tee shirt, fly the club banner, bring a team supporting group to cheer them on and of course help with running the event.

This, the first event, will be hosted by LARCS. It is expected that the winning club will have the offer to host the event for the following year. That will not be compulsory.

LARCS will have the canteen open for food and drinks through out the day.

Also, LARCS will have a Swap and Sell on the same day. So while not flying, you can barter and buy yourself a bargain, or sell your lovable model no longer needed.



Secretaries will receive all the news and 'rules' in March so be prepared.

KEEP AUGUST 28th FEE - PUT THE DATE ON YOUR CALENDAR.



TMAC is intending to send a team to this event. If you wish to participate please let Allen Danvers know (President@tmac.asn.au). For further details see the latest edition of the MAAQ Airflow magazine

Unusual Model

Day

Sunday 18th July 2010

Official start 9:00am,
early quiet flights from 7:00am OK

TMAC Facility, Porter Field

Minippi Parklands Tingalpa

Have some fun and bring something "Unusual" to fly. Catering and great company available. We'll be flying early for those delicate models that need the best conditions. Grab those odds and ends and get it in the air.

Contact : Kevin Dodd 32079067 or
Allen Danvers 33965383



Management Committee Nominations

I being a financial member, eligible to hold office in accordance with TMAC Rules and By-laws, hereby accept nomination for the position of and am willing to act in that office if elected.

..... (Nominee)

..... (Proposer)

..... (Proposer)

Note1: Nominees must be proposed by two members who are eligible to vote in accordance with the Rules.

Note 2: Nominations to be submitted to the Secretary prior to the Annual General Meeting.

Life Members' Trophy Nomination

I hereby nominate Club member as a candidate for the (year) Life Members' Trophy for the following reason(s):-

Signed

Note: Nominations to be submitted to the Secretary by:-**1st August 2010**

If undeliverable, please return to:

The Secretary,
Tingalpa Model Aero Club Inc
PO Box 2108
Tingalpa QLD 4173

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Upcoming Events at TMAC

Monday 5th July	Meeting	Club General Meeting
Saturday 10th July	Field Maintenance	Working Bee
Sunday 18th July	Event	Unusual Model Day
Monday 2nd August	Meeting	Club General Meeting
Saturday 7th August	Field Maintenance	Working Bee
Monday 6th September	Meeting	Club Annual General Meeting & Club General Meeting

- During working bees the field will be closed to all flying from 07:00hrs until work complete.
- During event days the field may be closed to general flying.