

TRANSMITTER



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TMAC Life Member's Trophy.

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Heavy model inspectors.

Chris Howarth, Richard Symes,
Ian Howard, **Heavy & giant models**
Kevin Dodd, Doug McIlwraith

Turbine model inspectors

Kevin Dodd, Phil Collins.

On The Cover

**A small self indulgence this time.
The editors Miles Sparrowhawk. A
1930's style English racing mono-
plane, built from a Seagull ARF.
An OS 1.20 makes it go.**

From the Editor.

I'm back. I apologies for the lateness of this edition and the fact that this is only a short version again. I spent most of January and part of February on a boat touring down in Antarctica, a truly fascinating and remarkable part of our world.

Shortly before I left I was in my local hobby shop and came across a beautiful aeroplane, the Miles Sparrowhawk. I still think the British made some of the most beautiful aeroplanes back in the 1930s. Cutting a long story short, I could not resist and the results are on the front cover.

Speaking of the 1930s we have an article on page 6 by Ray Perrin dealing with his involvement in advancing the interest in aviation to the teenagers of today. After reading Ray's article you will agree he is involved in a very worthwhile exercise. Ray is also running the TMAC Electric Day this year.

Don't forget the Warbirds day coming up on Sunday 15th March. Even if you don't have a warbird it's worth coming down just to watch.

Peter Biddle



President's Report

2009

It's the beginning of March, and 1/6 of the year has already gone already.

Rain has finally come to South East Queensland, and the field is as green as I have seen it for some time. I even commented I had mud under my wings after flying last Sunday. It has been a while since mud became a topic at the field.

Safety Issues

The Club raised several safety concerns late last year and will be addressing them one by one in 2009

Firstly – Overweight models.

It is the responsibility of each member to ensure if their plane is over 7kg, it must have a heavy model certificate. No certificate, no insurance.

I highlighted will be undertaking weight checks, and will be purchasing a set of electronic scales in March to do so.

For all of **April 2009**, the club will endeavor to check every plane from small to large for weight that turns up at the field.

Mike Ross has volunteered to organize this, so please co-operate with him and his helpers.

Mobile Phones at the Pilots Position

There are to be no mobile phones at the pilot's position. Turn your phone off, leave it in the car or in the pits area.

Mobile phone usage at the pilot's position is a breach of Club By-Laws and MAAA MOP.

Pilots Position and Runway Alignment

This item has been discussed on numerous occasions, and the club is reviewing the issue.

At the March Club meeting, the issue was discussed at length. Discussions will continue over the coming months, but agreement was reached on an initial approach to educate members on the flight boundary, particularly towards the eastern (Gateway) end of the field.

It was agreed to replace the plain wire fence (currently in need of repair), with a high chain wire fence so pilots can more easily see the field boundary. In addition, a large sign is to be placed on the fence marked "LIMIT", so another visual sign is there for pilots to gain depth perception.

The cost of the replacement fence is \$4,400.

Once the fence is erected, an education program will commence, so that pilots can better judge the depth they are flying at.

Once these two steps are completed, the flying circuit will be monitored to see if any further action is required

Runway Alignment

A trial runway was mowed, and unfortunately did not give the results we wanted.

Thanks for the people who gave their time in evaluation the realignment and for mowing the runway.

In this instance, we will be letting the grass grow back.

Other Safety Suggestions for Discussion.

Other proposals put forward at Monday's club meeting were;

Need to have an observer

Pilot rating is reviewed periodically. (i.e. yearly / 2 yearly)

I am sure these items will create a great deal of discussion. There is nothing here that other club's have not trialed and implemented successfully, and I believe we need to reevaluate our safety requirements periodically.

Smoking in the Pits

This has been discussed at length at the last 2 Club meetings.

It was felt that smoking in the pits was not an appropriate place, and that if members and guests need to smoke, then the car park would be a more appropriate area.

This will be voted on at the April club meeting

Good Flying

Peter Stevenson

Wide Bay International Airshow — Bundaberg 3rd to 5th July 2009

TMAC has received an invitation for members to attend and fly as part of the airshow. Flying displays would be orientated to have a 'WOW' factor present in their routine using Aerobatics, Turbines, and Large Scale Warbirds.

Display pilots and their support crew (if any!!) will receive a pass for the 3 days on the proviso that they help with the static displays.

Static Displays would be of a high standard and would be of interest to the public and encompass all aspects of Aeromodeling. As well, the planes used for the flying displays will be used as static when not flying. A large Hangar has been allocated and will be secured each night. This would add peace of mind to the modelers who display at the Airshow.

(Cont on page 7)

From the Secretary

TMAC Events 2009

The club events calendar for 2009 has been published and is on the web site and the notice board at the field.

Thanks to Gregor Kruberg for being the event coordinator for the Warbirds day on 15th March, and the Ray Perrin for coordinating the Electric day on 19th April. You will find flyers for these events on the web site, the notice board at the field, and in the Transmitter. Gregor and Ray deserve your support for running these events, so please assist them as much as you can. Please note that there are some restrictions for general flying on event days. These are noted on the calendar.

Mower Grant

The mower grant has now been finalised with advice from the Gambling Community Benefit Fund that TMAC has successfully completed its acquittal tasks including a report detailing the benefits of the completed project along with photo's, photo's of the GCBF stickers attached to the mower, and acknowledgement in the Transmitter.

That is a great outcome. This sort of thing does not happen by accident. From start to finish TMAC has been able to bring the right skills from the membership to deliver the club an excellent outcome. Congratulations and thanks to everyone for your contribution and hard work.

Club House Phase II

The amount of work for a full scale club house has been identified as significant, and the costs potentially beyond TMAC. As an interim measure, a second stage club house in the form of a structure similar to the current bunker is proposed. This will be fitted out to provide tea and Coffee and to act as a can-

teen during events. Thanks to Will Simpa who has been driving this and now has approval from Council. This will be erected to the west parallel to the current bunker

The next step is to confirm costs, and apply for another grant from the GCBF to build what will be called the Club House Phase II. The committee will keep you posted on progress.

Engine Run-up Area

The good news is that the replacement shade cloth is back up over the run-up area. Thanks to the hard work of Dave Sipos for organising the replacement cloth, raising the posts, and painting TMAC over the cloth to deter a repeat of the theft.

Aircraft in the Transmitter Pound Area

We have had some complaints about some members are assembling and placing aircraft in the central under cover member's area including the pound rather than in the prescribed pits. This is a hazard to members using this area, and to expensive models. This area is not part of the pits and members are encouraged to use the pits during good weather.

Safety

Peter has written about the runway and measures underway to remind members about keeping models in flight away from the motorway. To help with this, it is important that we all remember to balance our circuits as much as possible

The photo below shows that it is 170m to the fence to the east of the strip, but only 90m to the west. We have virtually unlimited flying to the west, so if we fly further west and keep our circuits inside the fence to the east, we should have no problem keeping well clear of the motorway.

Safe flying everyone,
Phil Gartshore.



Safety Issues

Flammable Liquids 101

Flash point. Terrible sounding term, conjuring up all sorts of mental images. All liquids classified as either flammable or combustible by the U.S. Department of Transportation (and industry standards) have a listed flash point. Most often, the casual user assumes—incorrectly—that when the temperature of a particular liquid reaches that listed temperature, the liquid is going to explode or at least burst into flames.

Not so. That event would be the auto-ignition point, and in most cases is several hundred degrees.

Briefly stated, flash point is the temperature to which a liquid must be raised before the vapors can be ignited by a source of ignition (spark, flame, etc.). Vapors—in engines, or in the open—are what actually ignite, not the liquid itself. To put things in perspective, here are the approximate flash points of some common liquids:

- Petrol: 42° C below zero!
- Acetone: 18° C below zero
- Methanol: 10° C
- Nitromethane: 35° C
- Model engine lubricants: 180° C to 230° C.

Surprised? I knew you would be. So, as you can see, nitro methane, the baaaad-sounding ingredient in model glow fuel, is actually only about half as flammable as the methanol. The (USA) Department of Transportation classifies liquids with a flash point of 38° C or lower as “flammable;” and higher than that as “combustible.” So, if the flash point of nitro were just 2° higher, it wouldn’t even have to carry the familiar diamond-shaped red label, because it would then be classified as combustible rather than flammable. Further, our hot glow fuel is actually far less flammable and dangerous than Petrol. Petrol users, please take note! Flash point of typical sport glow fuels is around 16° C vs. the minus 42° C for petrol.

Typically, people interpret stated flash points backwards ... a high flash point must be the most dangerous, right? Wrong. Here’s a simple memory device you will never forget: flash points are like paychecks—high is good; low is bad.

Modelers typically fly in relatively warm weather, so if the ambient temperature is 16° C or above, glow fuel can be ignited by the presence of a spark or flame. The greater the difference between the flash point and the temperature of the liquid, the greater the danger; because, as the differential increases, the rate of vaporization increases dramatically.

Example: Suppose the temperature of your fuel

reaches 45° C from sitting in the sun, in the back of your car, etc. That would be a 29° differential for glow fuel, but an astounding (and dangerous!) 87° for petrol. Please, never forget that.

I’ve read reports where modelers had their fuel cans in the back of their vehicles, the starter battery contact points came in contact with the metal, shorted out and caused a dangerous fire. My personal opinion is that model fuel is safer in plastic jugs than in metal. Contrary to conventional wisdom, if the fuel blender has used the proper-type plastic jug, the fuel will remain just as moisture-free as in metal or better!

Toxicity 101

I hesitate to make a broad statement for fear someone will take it as license to do something stupid, but for practical purposes, the most toxic ingredient of glow fuel is the methanol. One of the big reasons is that—unlike many liquids—methanol can be absorbed through the skin, and stated simply, it just ain’t good for you. Ditto inhaling the fumes. No, it’s not going to kill you on the spot, that day, or that month, but try to minimize your exposure. Finally, ingesting it could make you sick, possibly blind or kill you, depending on the quantity swallowed.

Dating back to about the time the earth cooled, methanol (methyl alcohol, referred to as wood alcohol in the dark ages) was always considered poisonous, and my recommendation would be to continue to treat it as such.

When it comes to petrol, I’ll do what I wish our politicians would do more often: Admit it when you’re not too knowledgeable about a subject. Nearly all my personal experience was with glow fuel, but I don’t think I would go very far out on a limb by saying that when it comes to toxicity, petrol is considerably less of a health threat than glow fuel.

Here’s what one source says: “No acute toxic health effects would occur during the normal course of using automotive fuels.” Water is the most essential substance on the planet to sustain life, but if one insists on diving into it and swallowing it, that person will die. Contrary to popular belief, petrol is not just a single ingredient refined from crude oil. All of it contains varying amounts of many other chemicals, none of which would do your health any favors.

Adapted from an article by Don Nix in the November 2008 edition of the AMA Insider.

My Hobby—by Ray Perrin

Born in the late 30s, one soon realized life is full of challenges, some good, some hard and some which are enjoyable. It was one of these moments, which was enjoyable, challenging and rewarding which evolved into a hobby of model aircraft which has now spanned over 60 years.

In 2007 I received a phone call from Jeff of S & B Model Aircraft. They were looking for assistance to conduct a 3 week Aeronautical seminar for year 11 students from Gregory Terrace Boys College. This was to be part of the year 11 curriculum for the 19 students who participated. I was only too happy to accept this invitation.

Week one consisted of computerized simulation of flight, using trainer style aircraft. All the students responded very well to this type of training. The theory of flight was presented by an RAAF pilot. A visit to the Caboolture Aircraft Museum followed, allowing the students to view restoration work on vintage aircraft carried out in several workshops. By the end of week one, the students had built chuck gliders from balsa and trimmed them for flight. They also constructed nine hot air balloons (2m high x 0.4m diameter) which were flown with the aid of electric hair dryers.. They were all in the air at the same time and it was a great sight to see.

Week two consisted of building an R.C. aircraft from a kit supplied to the students by S & B Models. The majority of construction was carried out by the students with minimal assistance from the instructors. The aircraft was a copy of a miniature 'COMET' (German origin) from WW2. It was constructed of EPP foam then covered with 50mm coloured tape. Power was supplied by electric motors and Lipo batteries and all controlled by 2.4GHz radios.

By the end of the second week there were 21 aircraft ready to fly. Numbers 20 and 21 were built by the instructors, which had been used as a visual aid of construction for the students. These were also used as training aircraft complete with buddy / master transmitters.

Week three saw everybody ready for flight. By the end of day three all 19 students were flying solo and ready for two days of assessment consisting of six tasks which would have to be achieved by each student. Each task was marked 0—10/10. The students performed at a very high standard which was pleasing to see. On the final afternoon, it was a great achievement to see all students presented with their Bronze Wings Standard.

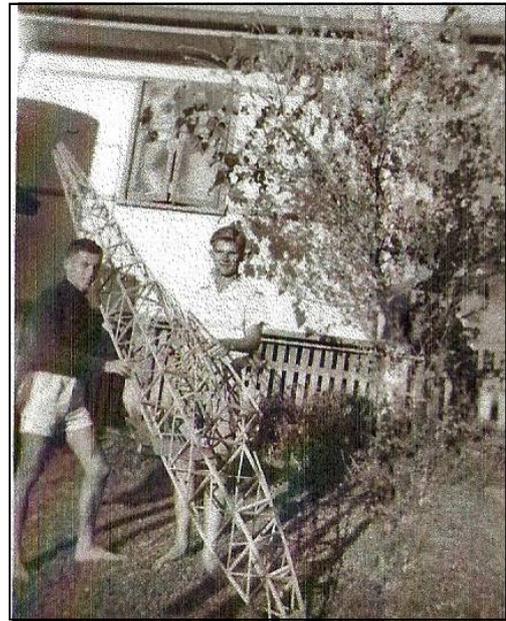
The 2008 program came around very quickly. This time there were 23 students involved in the three

week program. The first week of theory was conducted by Boeing, who made there flight simulator available to the students, where they were able to put theory into practice. It was a great success.

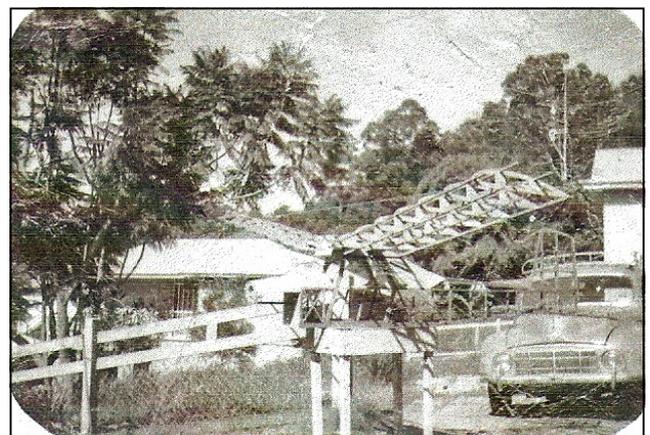
I was running weeks two and three. This time I had two assistants plus Jeff (from S & B Models). The results of these weeks were similar to 2007. Once again a great time was had by all.

On a personal note, meeting two groups of young men who participated in the classes of 07– 08 was the most rewarding experience during my involvement of building and flying miniature aircraft

Ray Perrin VH7765.



1954—Ray with life long friend Ian Aspland, holding the fuselage of a 20 foot wingspan glider of his own design .



1955—An overgrown 90 inch "Veron" Sky Scooter. Power was to be an "Anzzi" 10cc watercooled engine. Not very successful. The original "Veron" Sky Scooter was only a 46 inch wingspan. .



Tingalpa Model Aero Club

Sunday 19th April 2009



Electric Rally

**Pilot Briefing
0815Hrs!**

& Swap Meet

**Visitors most
welcome!**

Any type of electric model

Planes • Gliders • Old Timers • Scale • Helicopters

All Pilots must have current MAAA license

BBQ and Drinks will be available

This event is proudly sponsored by:



S&B Model Aircraft



www.sbrcmmodels.com



www.electricrc.com.au

Peter Pine

Electric Flight Specialist

www.flyelectric.com

Contact: Ray Perrin 07 3907 1150

Location: UBD Ref Map162, Take Graystone Street to Minnippi Parklands

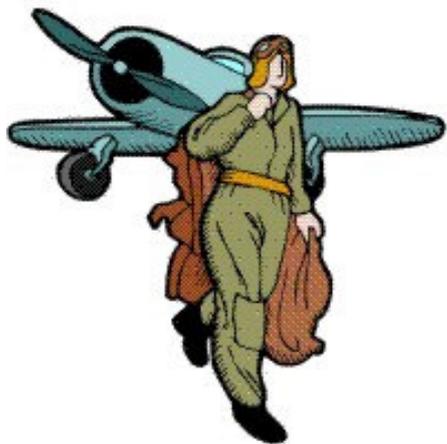
Wide Bay International Airshow (cont from page 3)

The use of the 3 day free pass will be kept to two (2) per club or association for the duration of the Airshow. Any 2 members may use the pass for the 3 days or 6 members divide the pass over the 3 days (2 members each day). The Wide Bay International Airshow is fast becoming a large attraction within our area with people from every corner of the world coming here to see it.

To fly at the show you will need, MAAA Membership Card, Minimum Standard of Gold Wings, Current Heavy Model Certificates and fly with consideration and safety.

Interested?

Contact either the TMAC secretary or Mark Linwood, RC Coordinator, Wide Bay International Airshow on 07 41550849 for more information.



TMAC

AT TINGALPA FLYING FIELD

INVITES THE

SOUTHERN CROSS AIR FORCE

To

WARBIRDS DAY

SOUTHERN CROSS



AIR FORCE

SUNDAY 15TH MARCH

PILOT BRIEFING AT 0845 HRS

AUTHENTIC WARBIRDS ONLY

BAR - B - Q AND DRINKS WILL BE AVAILABLE.

BREAKFAST AVAILABLE



If undeliverable, please return to:

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

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Upcoming Events at TMAC

Sunday 15th March	Event	Warbird Day
Monday 6th April	Meeting	Club General Meeting
Sunday 19th April	Event	Electric Day
Saturday 25th April	ANZAC day	Field Closed

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

Next TMAC event is the Warbird day. The field will be closed to general flying during this event.

Don't forget that ANZAC day is on a Saturday this year. The field will be closed to all flying until 12:00hours.