



Tingalpa Transmitter

Vale Jim Ferris By Ron Moore

It is with sadness that we saw the passing of TMAC member AUS55898 Jim Ferris on the 3rd of May.

Jim enjoyed extreme sport, which included hang-gliding, water-skiing and flying, before discovering the best sport of all, flying Model Aeroplanes. After obtaining his private pilot's license, many years ago, he bought a Mooney which he used for work in his successful Refrigeration and Air Conditioning business around Queensland carrying out his contracts. He enjoyed recreational flying with his wife Sally and their friends to holiday destinations throughout the country, and he had many, many stories to tell of these wonderful times.

When Jim was considering retirement, he was persuaded to join the Tingalpa Radio Controlled Model Aero Club, and his love for flying continued, but now with his model planes. He obtained his bronze wings, and then his gold wings certificates, and then there was no stopping Jim in his new hobby.

Over the years he had many different types of planes, both Methanol and electric. Jim enjoyed the flying so much, he also joined the Loganholme Aero Modellers Club, and thoroughly enjoyed both the flying and the companionship at this club as well.

He would jokingly say to fellow mates at the field, that Ron Moore got him into this "CHEAP HOBBY" and as we all know here, that in those days, it wasn't that cheap, especially if you crashed a few planes. When that happened, Jim would take home the wreckage and in his workshop under his home he would lovingly repair the wreck, to have it ready for the next flying day, or he would go out and buy a new plane so that he would always have something to fly.

Like most of us fellow flyers, when we crashed, it was always because the sun got in our eyes, or that tree suddenly jumped out and grabbed our plane, or that I thought it was coming towards me, but as we all know, it was just "dumb thumbs" in conjunction with Mr. Gravity

Many a time, Jim and Ron spent ages, searching the nearby bush for a lost plane. Sometimes they were successful and sometimes not. Sometimes, Jim and Ron would even lose each other in the bush. As Jim's health declined, and his flights became less frequent, he would still be seen down at the club enjoying talking to his mates about flying and also "fixing all the problems of the world" over a cup of coffee. When he was not up to driving himself there, Sally would bring him to the field to enjoy the "mateship" we flyers all enjoy.

It is a tribute to him that so many of those "flying mates" were able to farewell Jim at his funeral. So mate, you will be sadly missed. We enjoyed your sense of humour, your wonderful stories as well as your flying exploits. You were a true gentleman and one of kind.



[Editor's Note: This article is based on the Eulogy delivered at Jim's funeral by Ron Moore. Thanks to Ron for allowing us to republish this.]

TMAC / SOUTHERN CROSS AIRFORCE WARBIRDS DAY

Dawn Sunday 26th of March heralded our twelfth TMAC Warbirds Day sponsored by S.C.A.F. (Southern Cross Air Force). The pits filled up early with keen model aviators arriving to stake their vantage point and prepare for a 08:00 pilots briefing and practice flights. Our visitors travelled from as far away as Coffs Harbour, Toowoomba and the Burnet region to attend with some camping over night Saturday. By 7.45 the car park was overflowing and the Helicopter area had to be opened to cater for the extra traffic. The pits area was a sea of pilots and aircraft and it was evident that the day was going to be very well patronised.

A bright sunny day presented with a moderate cross wind that just couldn't make up its mind which way it wanted to go making conditions a bit challenging at times. Some pilots chose to hold off for a later start once the wind settled down a bit but most got into it straight away with some great scale flying being had. Most notable were the Toowoomba boys with some great displays of formation flying and dog fight or two. Martin Homan with his Black Horse Models Fieseler Storch demonstrated the Storch's renowned slow flying characteristics. Sadly later that morning it found trouble which resulted in sever damage. Our commiserations to Martin for the loss of a beautiful aircraft! Commiserations also to Col Jones for the loss of his all new electric C130 Hercules on its maiden flight. I've spoken to Col since and he tells me he has all the pieces of the puzzle and hopes to have it back together and flying again soon, that's determination for you. Several other pilots also found the ground a bit solid on the day but fortunately these all seemed to be repairable as well.

The canteen staff cooked up a storm as usual with a hot breakfast which quickly flowed on to burgers around 10am which further resulted in a sell out before lunch. A quick trip to shops for more food for lunch and we were all contented again. I'd like to take this opportunity to thank Pat and Lynn Wilson for the effort that they put in to the BBQ and variety of culinary delights from which we have to choose. I'd also like to thank there helpers on the day Peter Biddle, Conner Jones and the other volunteers on the day that I missed, your assistance is much appreciated.

Thanks to Randal Mowlam and Dave Walker for their photographic skills and ground maintenance on the day. There's some good photo's of the day now on the web site.

Around 12:30 or so we stopped for the SCAF meeting where (thanks to Budget Hobbies) some attendance prizes were given away and also commemorative coffee mugs on behalf of TMAC. A few pilots continued on for another hour or so after the meeting but most being contented with a great mornings flying (and the fact that there was nothing left to eat) packed up their kit and retired for the day.

Thanks to all who attended for a great day. Hope to see you all again March 2015! You will find some photo's from the day on the back page.

Noel Stewart

Transmitter Editor Retires

Clair Alston has decided to retire from her role as Transmitter Editor. The Committee would to thank Clair for her work as editor producing a very high quality publication that members have enjoyed reading.



President's Report: Phil Gartshore

Membership Flags

As discussed at General Meetings and in previous reports, we have been working on changes to the membership Flags. Membership flags are important because they identify current financial members, and more importantly persons

operating at Porter Field who are not TMAC members. Accidents involving persons who are not members of an MAAA affiliated club can potentially be a big problem in the areas of public liability, a model coming down outside the field, of causing injury to a TMAC member or the public.

The 2013-2015 flags have worked well enough, but have fallen short in some areas including fading, becoming ratty over the year, and their propensity to flap about in windy weather.

In 2014-2015 we are introducing rigid zip-tie type flags attached to transmitters. These flags are approximately 30mm x 60mm, and printed with the words TMAC 2014/2015. The size means they are easily identifiable from a distance, and should not impinge on operation of the transmitter. The photo shows one attached to a transmitter handle.



Expect to receive your flags when you pay your renewal in person, or with your MAAA license.

Membership Renewals

TMAC members are always to begin paying their membership in May each year. The process for setting fees depends on the MAAA and the MAAQ setting fees which form part of the TMAC fee structure. The MAAA fees are set at the MAAA national conference held in May each year. Shortly thereafter MAAQ will publish the combined fee structure to Queensland clubs. The Committee will publish the new membership form as soon as practicable thereafter.

The Committee asks that members be patient until the forms are put on the TMAC web site. Early publication in past years has seen us caught out by unexpected changes to MAAA/MAAQ fees.

Safety

Just a thank you to members for the improved pilot to pilot communication at the Pilots position. Keep up the good work and remember to announce your intentions in a loud voice so that other Pilots at the end of the Pilot's Position can hear.

On another topic, in the pursuit of safety with electric models, Dave Stewart has been kind enough to write an article for this Transmitter. The Committee is also considering permanent signage to remind members of safety with electric models.

On another note, I have finally about to enter the realms of electric flight with a model won in the raffle at the Electric Day. So be gentle with your novice electric flight President at the field in a couple of weeks.

President's report continued...

Master Plan Update – Western Extension to the Car Park

The committee is continuing to look at the contention for resources at Porter Field and has identified that parking at events is becoming an issue. With this in mind, the Committee has negotiated with the Brisbane City Council to extend the car part to the west. In discussions with council, it was agreed that if Council provided additional space, TMAC would also contribute some of its existing lease as well. The following is the proposed change to the western end of the car park. This drawing is the plan which has been discussed and agreed with the Council and approved at the May General Meeting.



Operational By-Laws Review

The committee has commenced work on the task of reviewing and updating the By-Laws. At the last General meeting Operational By-Law 03 Radio Equipment. The updated By-Law will be available on the TMAC web site shortly. Expect further updates to the Operational By-Laws shortly.

Noise

At the last general meeting, a motion was passed to purchase a new noise metre and calibrator, and the purchase is underway. The next step will to train users of the equipment, define and mark the noise testing location, and perform some tests on volunteer member's models.

The Committee will keep members informed as we progress.

Events Calendar

Coming events on the TMAC Calendar are the Turbine Day in May on Sunday 18th May run by Tyson Dodd, and the Scale Day on Sunday 15th June run by Graham Matthews. See flyers and contact information in this edition.

Finally, an update on briefings for events. The briefing document on the web site is a guiding document for conveners and items like callers are not all mandatory for events. The convenor and the Pilots on the day have discretion about these requirements, however safety is paramount.

Drinks Fridge

We have found that we have a discrepancy between the number of drinks provided and the money in the honour box. Members are reminded that drinks are not free and that money needs to be put in the box in the fridge door for drinks take. The Committee has an obligation to ensure that club funds are spent appropriately, so we need members to be honest and pay for drinks taken

Safe flying everyone.

Phil Gartshore.
President.



Secretary's Report: Graham Matthews

It seems only like yesterday that the last Transmitter went out and already it is time for a new one. Again the President and I have shared a series of topics of interest to club members and my comments below should be read in conjunction with Phil's report.

TMAC Calendar

There have been no further changes to the TMAC 2014 Club Calendar currently posted on the web site (apart from those notified in the last Transmitter - Calamvale Community College event on 29 October 2014 and a proposed Hobby King BBQ fun day in September or October). The calendar will be updated toward the middle of the year to include these and any further changes. A minor disaster relating to the timing of the TMAC Warbirds event next year has been narrowly averted and the event will remain in mid March.

MAAA Manual of Procedures

There has been one update to the MAAA Manual of Procedures since the last Transmitter. MOP 025 on Pulse Jet Rules has been updated. Anyone operating a pulse jet should review the changes to this MOP.

Visitor Policy

The new visitor register is now in use at Porter field. Please read the guidance inside the front cover and follow the TMAC rules for visitor management. It is imperative that all visitors be signed in by a current TMAC member. It is not sufficient that the visitor just completes his section. Once the new membership identification tags are issued in the new membership year, the Committee will enforce the visitor rules more rigidly; however, in the meantime, it is the responsibility of all members to be vigilant about visitor management.

MAAQ Instructor Course

MAAQ has offered to run an instructor course primarily for TMAC members. Eight members have been nominated for this course which will be held on 24 May 2014. This should provide a boost to instructor numbers for days such a "have a Go Day".

Grant Status

TMAC currently has two grant applications being processed. The first is a request for a grant from the Jupiter's Casino Community Benefit Fund to build a new pit structure at the eastern end of the existing pit area. This application is still under consideration and we expect to have an answer soon. The second is a recent application for an MAAA Club Assistance Scheme grant to construct a roof over the northern side of the canteen building. This should provide additional shade and weatherproofing for members using the canteen. We expect to have an answer from MAAA in the next few months. Both projects will require some funding from the Club; however, success with the grants will reduce the burden substantially.

MAAA Council Conference

The next MAAA Council Conference is to be held in Darwin on 17 – 18 May 2014. This is the annual general meeting of our peak body. TMAC has proposed an agenda item for discussion at this conference. This relates to the MAAA rule which allows non MAAA members to fly as a visitor (and be covered by MAAA insurance) on four occasions before being required to join a club. TMAC has requested that MAAA consider an exception to this rule where students are under instruction by commercial instructors. We believe that it would benefit the modelling community in general if students undergoing intensive instruction by commercial instructors could continue past the four visits before being required to commit to a club, especially if TMAC is not their preferred club. This matter will be addressed at the conference.

Secretary's report continued...

Safety

Safety at the field continues to be of concern to the Committee. There has been at least one reportable incident recently with an electric model. This follows the general MAAA trend where the majority of incidents now seem to be occurring with electric models. Notwithstanding that there is an ongoing focus on electric models, members should continue to observe the safety rules for all models and avoid becoming complacent. It is perhaps opportune then to review the Club current safety rules.

Club rules state that ALL models must be restrained unless being taxied or flown. This rule was written when the vast majority of aircraft were internal combustion powered and the danger was obvious (ie when the engine is running and the propeller turning). Electrically powered aircraft are more insidious in that they become dangerous when armed (ie flight battery connected) and this status is not necessarily obvious as the propeller is not turning. Whilst perhaps not 100% clear in By Law 02, the restraint requirement applies equally to electric aircraft from the time they are armed. These requirements will be clarified in the general update of By Laws; however, in the meantime, all members should ensure that an electric model is restrained from the time it is armed. Members are also strongly encouraged to check the failsafe settings on their transmitter. There have been a number of incidents where the failsafe on an electric model has been accidentally set to full throttle and the armed and unrestrained model has created havoc when the transmitter was switched off. The battery should be disconnected at the stop engine line after each flight. Armed electric aircraft should not be taxied or carried back into the pits area after flight.

Internal combustion powered aircraft can be started under restraint in the pits area, but must be taxied under control (ie holding the model or walking sufficiently close to the model that you can restrain it if it deviates from the intended taxi route) to a point on the taxiway past the engine stop line. Models should not be operated at high power in the pits area for tuning or other reasons. This should be carried out on the field side of the engine stop line, preferably in the designated concrete engine start pads. When starting or tuning engines in this area, always ensure that the model is facing away from the pits area. Engines must be shut down at the engine stop line after each flight.

Whilst the generality of By Law 02 also applies to turbine powered aircraft, the Committee understands that there are design features in these aircraft which substantially reduce the risk of dangerous runaways. Specific rules addressing this class of aircraft will be included in the By Law update after consultation with the turbine community. In the meantime, turbine operators are reminded to operate their aircraft in accordance with the requirements of MOP 030 (eg fire extinguisher, access to shutdown mechanisms, clearance zones etc).

MAAQ Warning on Dodgy Web Site

MAAQ has recently issued a circular to all clubs warning of a dodgy US web site selling aircraft plans. The web site is www.rcmplans.com. A number of MAAQ members have ordered plans through this web site, paid money but failed to receive the goods. Repeated attempts to contact the company have failed. We suggest that club members take great care with this company.

The weather has been great lately and there has been lots of activity at the field. We have some good event days coming up (turbine day in May and scale day in June). We have a dedicated core of members who put a huge amount of effort into keeping the field in the superb condition we have all become accustomed to, so please spare a thought for this group and offer to help where you can, especially on working bee days.

Enjoy flying and, above all, keep safe.

Graham Matthews
Secretary

SURVEY COMMISSIONED BY MAAA

The following request has been received from the MAAQ/MAAA. The Committee recommends that members contribute their views in order to provide guidance to our peak body.

Member survey; together we form one powerful voice!

As the leading national aeromodelling organisation in Australia, we are committed to helping our clubs deliver the highest levels of service, to new and existing members.

We are undertaking a member survey to develop a deeper understanding of the needs of members and aeromodellers in Australia.

The insights from the survey will be used to help the MAAA to improve services to members and advance the aeromodelling sport.

Please promote the survey and encourage members to take the survey so that we can meet their expectations! We'll be happy to share the results with you.

As an incentive, we are giving away five \$50 vouchers as prizes to a retail store of the winners' choice. We will select five winners by judging the best answer to the last survey question.

The survey will take around 10 minutes to complete. For members to have their views included, they will need to complete the survey by Friday 27 June 2014.

Members can begin the survey by visiting the following web address:

<https://www.surveymonkey.com/s/maaa>

Please help us keep our skies safe and until next time, have a safe, fun flight!



*Neil Tank
President*

NOTICE OF MOTION

I Willem Sipma being a financial member of the Tingalpa Model Aero Club Inc in accordance with rule 28/7 move that the Management Committee be given the authority to increase the approved expenditure from \$1,500 to \$2,000 for the re-alignment of the chain wire fence at the Western end of the field as agreed with BCC and previously approved at the May General Meeting. To be discussed at the July General Meeting.



Electric Airplane Safety Procedure, (for tractor propeller types.)

Some people just can't identify danger at times. In a recent accident at the field a member continued on with the same unsafe operating procedure that had just sent him to the doctors after a nasty laceration on his leg. On recovery, the aircraft was again offered a second opportunity to kill him, whilst he squatted with the propeller between his legs. NOTHING LEARNED!

Another carried the aircraft to the runway with the propeller against his neck and a finger holding the throttle. Would he survive a slit throat?

Recently, a four engine plane was carried from the front end with propellers against the arteries of both wrists simultaneously. Isolation at the transmitter is a secondary method and is not primary protection. Staying behind the propeller is the safety base.

Many members work on their electric airplanes from the front climbing all over the propellers, or at least providing opportunity for serious injury. This ignorance to the hazards needs to be changed.

DANGER, SEVERE PROPELLER INJURIES. (ELECTRIC)

DO NOT WORK ON ELECTRIC TRACTOR AIRCRAFT FROM THE FRONT.

SEPARATE YOURSELF FROM INJURY BY KEEPING THE BATTERY BETWEEN YOU AND PROPELLER.

NEVER FACE THE PROPELLER TOWARDS BODY PARTS, PLEASE LEARN TO MOVE YOUR BODY AND STAND BEHIND THE PLANE, NEVER WORK FROM THE FRONT, IT IS TIME FOR CHANGE.

CHECK TRANSMITTER AND THROTTLE SETTINGS PRIOR TO CHANGING BATTERIES OR MAINT. ETC.

YOU MUST ALWAYS WORK FROM THE SIDES OR REAR ONLY, REGARDLESS OF LIVE / DEAD STATUS.

ISOLATION AT THE TRANSMITTER IS ONLY A SECCONDARY STANDARD OF ISOLATION.

DISCONNECTING THE BATTERY IS THE ONLY ISOLATOR, AND DONE FROM THE REAR.

CARRY AIRCRAFT POINTING AWAY FROM YOU, OR SECURE IT AS PER EXISTING REQUIREMENTS.

DISARM YOUR AIRCRAFT BEFORE RETURNING IT TO THE PITS.

Please consider and embrace change to assist with safety of ourselves and our mates in our much loved sport.

Dave Stewart .

THE CPL PETER CUTLER TROPHY.

Attached to the scale day each year this is the club's premier scale trophy. The competition is open to TMAC members only and has been running since 1987.

Although the competition is primarily static the aircraft must have been flown on the day or have been witnessed flying by club members present [if the weather is deemed by the judges to be unsuitable].

The judging is conducted by a panel of three judges, each is given judging sheets [see below]. Each judge does a broad survey of all aircraft, choosing up to five aircraft that obviously have winning potential, listing their numbers and description on the score sheets.

From these aircraft the judges select a final three then do a detailed judging of these aircraft to find a winner. No aircraft can win the competition twice [in order to encourage on-going scale building amongst competitors].

The aircraft must have some level of scale enhancement completed by its owner. ARF's and even scratch built aircraft that have been purchased and not modified are eligible but will of necessity score lower in all areas.

This year, for the first time, in order to help the judges and to improve the fairness of the competition a simple level of documentation will be a requirement of entry:

a photo

- of the actual aircraft by preference but a representative aircraft if needs must,
- colour if possible but black and white if era precludes colour

A three view of the aircraft type

- No smaller than 1/72nd scale
- No larger than 1/48th scale

It's not as difficult or onerous as it may seem – so give it a go and give yourself the satisfaction of receiving the accolades of your peers!

Score Sheet Peter Cutler

MODEL#	CONSTRUCTION*	GENERAL APPEARANCE	COLOUR & MARKINGS	CRAFTSMANSHIP	EXTRAS**	TOTAL
	[ARF/1-4; Kit/4-7; Scratch/7-10]					

* Construction indicators are a guide only. If, for example, a kit is well constructed and has lots of extra detail added to it, then it could score higher than the recommended 4-7 range. Conversely, if a scratch built aircraft is a poor representation of type with totally imaginary markings it should score less than the indicated 7-10 range.

** Extras include such things as presentation (eg an open hatch displaying gun breech blocks with ammunition or radio detail), dioramas, or items that are not part of the aircraft as such.

Sunday
15th June 2014

SCALEFEST 2014



Porter Field
Stanton Road West,
Tingalpa QLD 4173

Size categories judged on Scale Flying:
Trophies awarded for 1st, 2nd, 3rd all classes
No scale documentation required.

Pilot Briefing: 8:00am

All entries must be a reasonable
replica of a real aircraft.

Categories:

- Up to 70"
- 70"-90"
- Over 90"
- Pilots Choice
- Judges Choice



Incorporating:
The Peter Cutler Memorial Scale Day

Photo and 3D view required for TMAC entrants

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Warbirds and Electric Day



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