

# Tingalpa Transmitter

Oct-Nov 2013



## Congratulations Adrian: 25 Years of Service as a Justice of the Peace



Adrian being presented with his recognition certificate by Queensland Attorney General, Jarrod Bleijie.

At a recent award ceremony, TMAC member, Adrian Hellwig was thanked for his 25 years of service as a Justice of the Peace for Queensland.

Congratulations from all at TMAC on a job well done and showing great community service.

Also, many thanks for organising the Dawn Patrol which members thoroughly enjoyed.

## Management Committee

### President

Phil Gartshore                      0407070263                      President@tmac.asn.au

### Secretary

Graham Mathews                      TMAC Secretary  
PO Box 2108  
Tingalpa QLD 4173  
Secretary@tmac.asn.au

### Treasurer

Martin Homann                      0417636003                      Treasurer@tmac.asn.au

### Registrar

Randall Mowlam                      Registrar@tmac.asn.au

## Committee Members

Will Sipma (Liaison Officer)                      3901 2208  
Clair Alston (Editor)                      c.alston@iinet.net.au                      0428624314  
Randall Mowlam (Web master)                      WebAdmin@tmac.asn.au  
Tyson Dodd  
Allen Danvers                      0435993791  
David Walker  
Noel Stewart

### TMAC Life Members

Kevin Dodd, Will Sipma, Noel Wilson

### Heavy model inspectors. (FW25)

Ian Howard, Phil Collins, Noel Stewart

### TMAC Life Member's Trophy

Phil Gartshore

### Heavy & giant models (FW25 / FW50)

Kevin Dodd, Doug McIlwraith, Richard Symes, Tyson Dodd

### Commercial Flight Instructors

Tony Gliddon                      0408 648 379  
Noel Stewart                      0412 525 127  
Will Sipma                      0409 852 694

Warbirds & Bi-Plane Day  
Incorporating The Dave Summer's Trophy  
November 17th  
9am—2pm

Organisers: Phil Collings & Adrian Hellwig



TMAC Christmas Party  
Saturday December 21st  
5pm—8pm

Please come and join fellow members for a complimentary BBQ and some night flying.

For catering purposes, please let Clair know if you will be attending.

RSVP: 18th December to [c.alston@iinet.net.au](mailto:c.alston@iinet.net.au)

## Outgoing President's Report: Noel Stewart

The last twelve months have disappeared so quickly it seems like just yesterday we were attending the last AGM.

Thinking back, trying to recall the past year's events, my first thought was how uneventful, compared to other years, this year was. How quickly we forget.



My term as president kicked off sadly, with the news of the tragic loss of members of the Porter family and some of their friends in the crash of a DH84 near Imbil. This was quickly followed by the memorial service for the victims, which was held here at Porter field. It was the most people I'd ever seen within the vicinity of our club in the 10 years that I've been a member.

In the months soon after, Logan was hit by flood waters which wiped out our good friends at LARCS. We extended the hand of friendship and invited LARCS to share our facility whilst their club recovered. The friendships that developed during those months between our two clubs would have to be one of the highlights of the year for me. Its true that adversity certainly brings people together.

As the months rolled into May the members supported the opportunity to place a late bid to host the 2015 National here in Queensland. Thanks to the leg work put in by Tyson Dodd and the secretarial prowess of Phil Gartshore, the bid was successful, and we now look forward to seeing the Nationals held here in South East Queensland, with some of the events to be held here at TMAC.

Through out the entire year, in the back of our minds (but not forgotten), was the replacement of our ailing septic system. With such a major project needing attention, our thoughts turned to finances and how to fund this essential item. With community grants failing us temporarily, we looked to self sustainability as the key to the future and the Building Fund Levy was re-affirmed as the way to repay the costs involved in this project and other essential items of infrastructure in the future. With the assistance of a loan through the MAAA, the project has now been completed, leaving the way forward to funding other much needed projects a lot clearer. All in all, the club is in really good shape, both in financial and in membership terms, as I'm sure Martin will reiterate in the Treasurers report later.

With the National's now locked in, we can look forward to exciting times ahead. Our calendar is choc full, and despite that we even managed to make room for night flying.

To the other members of the executive Phil Gartshore and Martin Homman, I'd like to say thank you for your support through out the year and carrying out your individual roles again as the professionals we have come to recognise you both as. Every club should have a Secretary and Treasurer of this calibre.

## Outgoing President's report continued...

R.J, better known as Randall Mowlam, our Registrar and Web Master. I recall you took on the role as registrar with a bit of trepidation at first, but you quickly took ownership, ran with it, and didn't look back in spite of your heavy work commitments. That's dedication. With a new national online data base being trialled as we speak the role should become a bit lighter in the near future, congratulations on a job well done.

Clair Alston, our Editor, Committee member and without doubt finest raffle ticket seller we've ever had. Your presence adds that little bit of balance to an otherwise testosterone filled environment. We very much appreciate your commitment, support, perseverance, and ever pleasant smile. Both the Newsletter and Calendar look fantastic, great job. Thank you!

It's been said at every AGM for as long as I can remember, now it's my turn to reiterate, many thanks to our silent achiever Dave Walker. When ever there is work to be done, you'll find him there. Your consistency and enthusiasm to helping out with the infrastructure, working bees and event set up is unrivalled. Oh, and desert at the committee meetings, two thumbs up mate.

To Allan, Will and Tyson I thank you for your collective knowledge and dedication to the clubs future, a cause we all share. Without committee members like this, working on things such as planning, grant applications, infrastructure, Nationals, new septic system etc, things just wouldn't get done anywhere near as quickly as they do. Your efforts are very much appreciated and never forgotten. Thank you.

There are many other members who have contributed in helping the club during my term as President, it might be in the way of working bees, BBQ's, selling raffle tickets or cleaning toilets. It doesn't matter how minor, it all counts toward making this club the success it is for all to enjoy. Thank you to you all for assisting even in the smallest way, it all makes a difference.

Finally, it's with sadness that I inform you that I've had to withdraw my nomination to run for second term due to failing health reasons within my immediate family. I consider it an honour and a privilege to have had the opportunity to serve you the members both in this role and as registrar for 4 years prior. I hold a very keen interest in the club and its future, and hope to have the opportunity to remain as an effective committee member for as long as I can. I offer my ongoing interest and support to the new committee and wish them all the best for the coming year. I'd like to thank the members for making my time in this role a very rewarding experience.

## Outgoing Secretary's Report: Phil Gartshore

TMAC has completed another great year. We have a vigorous Committee that is moving the club forward with a number of improvements. Our membership continues to grow, exceeding 260 last year, and already at 250 this year. In general, the Committee has had to deal with very few member issues this year, which I hope means that members are generally getting along together and feel they are receiving value for their membership dollar.

A warm welcome to all the new members this year; please contact me if there is anything I can do to assist.



### Financials

Martin has the Audited Financial Reports, but TMAC is financially in good shape. We now have sufficient funds repay the Promissory Notes on issue. A letter has been sent to Promissory Note holders offering to repay the debt. This will remove the liability from TMAC's accounts. A big thank-you to all of the club members, who have financially supported the club's work. The building levy will continue to enable us to re-establish the cash reserves spent on the kitchen, and to fund future projects.

TMAC has also entered into a loan agreement with MAAA to borrow \$10,000 to undertake works on the septic system. The interest rate is very attractive, and the debt will be repaid over a 5 year period to allow TMAC to continue with other projects. Thanks you to the MAAA for their assistance.

### Improvements to the field

We have been busy investing in the club facilities this year. Improvements include:

1. Chain Wire replacement next to entrance road
2. Windmill Gearbox replacement;
3. Diesel Generator Installation.
4. Replacement of the Septic System;

### MAAQ

There has been a changing of the guard at the MAAQ this year, with congratulations to two TMAC members, Tyson Dodd elected as Vice President, Jeff Linton as SFI, and Andrew Ireland as PRO. We look forward to the appropriate MAAQ processes being put in place to manage grants and other activities. It would also be useful if MAAQ actually completed the task of reviewing and revising its rules. TMAC hopes that a new set of rules will assist with the issues over the past couple of years. (See Page 8 for MAAQ Management Committee members).

## TMAC Committee

I am very proud of the effort put in by this Committee. Their tireless work is the reason this club runs so smoothly:

- A big thank-you to **Noel Stewart** for his leadership as President this year. Noel is always calm and fair in resolving issues that arise, and his steady hand ensures that we all enjoy the club.
- Thanks to **Martin Homann** for his steadying hand on the finances. This has meant that at times, we have had to defer projects while our financials recovered. As a result, TMAC continues to be in good shape financially.
- Thanks to **Clair Alston** for harassing the committee to complete reports and other content, and for publishing the new-look Transmitter. Clair is very tolerant of our slackness at times, and always publishes a polished product.
- Thanks to **Randall Mowlam** for his work as Registrar and administering the TMAC web site. The Registrar is a very important role, because it ensures that our membership records and fees are tracked and recorded correctly. Randall also quietly keeps the website, without most of us even knowing, and always resolves any issues quickly.
- Thanks to **Will Sipma** for his work as Liaison officer dealing with government and other external parties, and for his tireless efforts getting projects underway and completed.
- Thanks also to the other Committee members, **Allan Danvers, Dave walker, and Tyson Dodd**, who quietly chip in whenever things need to get done. Their assistance includes working on the various improvement projects, preparing grant applications, and helping out the executive when we struggle for time to get things done. Thanks guys for all your assistance this year.

## Events

This year we had more events than slots for them. We restrict events so as not to close the field to general flying more than once per month. Thanks to all those who put in their time to run events this year. There is a huge effort to run these that not all members are aware of. Special Thanks to:

- **Dave Walker** for running the **Helicopter Day** in September 2012
- **Will Sipma** for running the **Model Expo** in October
- **Gregor Kruberg** for running the **Bi-planes & Warbirds Day** in November
- **Joe Luxford** for running the **QRMA Electric Pylon Day** in December
- **Clair Alston** for running the **Xmas Party** also in December
- **Chad Barrett** for running the **Park Flyer Day** in February
- **Noel Stewart** for running the **SCAF Warbirds Day** in March
- **Martin Homann** for running the **Electric & Unusual Model Day** in April

## Secretary's report continued

- **Tyson Dodd** for running the **Turbine Day** in May
- **Brian Fooks** for running the **Scale Day** in June
- **Adrian Hellwig** for running the **Peter Cutler Perpetual Trophy** also in June
- **Joe Luxford** for running the **QRMA Electric Pylon Day** in July
- **Adrian Hellwig** for running the **Dawn Patrol** in August
- **Pat Wilson** for running a number of **Night Flying** events.

Thanks also to the unsung heroes who just turn up at these events and chip in, helping with catering, manning flight lines, and marking out taxiways.

So, if you feel you would like to run an event but don't yet have the experience, please just approach one of the event coordinators to assist.

### Safety

While we generally operate safely at TMAC, it seems members need to be reminded periodically that every member is a safety officer, and we need to alert other members to unsafe practices in a calm manner. When alerted that we are operating unsafely we need to receive the advice calmly, thank the member for considering our welfare, and act to mitigate the unsafe operation. Any further discussion must occur when all parties have completed their flight and are away from the pilot's position.

In particular, when engines stop on the strip, retrieve that aircraft and move it to a safe location away from the strip before attempting a restart.

The MAAQ Management Committee consists of (TMAC members highlighted in blue):

<b>President:</b>	Keith Quigg
<b>Vice President:</b>	Tyson Dodd
<b>Secretary:</b>	Kathy Moody
<b>Treasurer / Registrar:</b>	Barry McDonald
<b>SFI:</b>	Jeffrey Linton
<b>Public Relations Officer:</b>	Andrew Ireland
<b>Airflow Editor:</b>	Doug Moody
<b>Free Flight Administrator:</b>	Graham Maynard
<b>Control Line Administra-</b>	Kerry Ewart
<b>RC Administrator:</b>	Michael (Mick) Dallmann

## Dawn Patrol: 18th August

TMAC hosted its first Dawn Patrol today with great Queensland blue skies for all to enjoy - though the inconsistent and sometimes 'bumpy' cross winds made things 'interesting' for some of these old birds (planes not pilots J ).

Adrian Hellwig organised today & began by officially recruiting Richard Symes to be the temporary registrar while he nipped back home to get the forgotten trophy and prizes! That task completed he was then distracted by a tearing, crashing noise in the trees that no pilot likes to hear! C'est la Guerre mon fils.

A short pilots briefing, which encouraged everyone to just have some fun and relax, and the day proper began. The skies were soon full of both allied & enemy planes from WW1, with anything from one to three wings committing serious acts of aviation.

One would have to say the day went to the allies with two Fokker DVIII's downed for the loss of only one SE5a!

One of our life members, Will Sipma, took out the Pilot's Choice Trophy and the three pilots who lost aircraft at least got to take home some nice videos of WW1 aviation action.

All in all another great day at TMAC, with great thanks to Adrian Hellwig for hosting, Pat & Lyn Wilson for a fantastic job in the canteen & at the BBQ, all the field maintenance by all the club members the day before at the working bee + Dave Walker for his usual sterling work with field preparation.

To all the TMAC members & guests who attended today thank you for coming & helping make the first Dawn Patrol a success.

See the TMAC website for more great pictures of the Dawn Patrol.



## Safety at TMAC: Phil Gartshore

### *“Air Crash Investigation” Accident*

We recently had an accident with an electric model in the pits at TMAC. This came about when the pilot was finished working on one of his electric aircraft, walked over to his second aircraft, and switched off the transmitter in order to change aircraft. The pilot had inadvertently left the first model energised and when the transmitter was turned off the throttle went to the failsafe setting, which turned out to be full throttle.

By sheer dumb luck, the model collided with another model and did not injure anyone; but an expensive model was damaged. Like we see on “Air Crash Investigations”, Saturday’s accident required a number of things to come together to achieve the unfortunate result, including:

- Failing to deactivate the model before walking away to a second model;
- Changing models on the Transmitter without checking the first model was switched off;
- Not tethering the aircraft in the pits. TMAC By-Laws do not differentiate between IC and electric models in this regard;
- Not checking/resetting failsafe to low throttle after some work was performed on the aircraft.

Having said the above, it was a genuine accident due to inattention, even with someone assisting at the time. Please be assured that there is a good chance that any one of us could end up in the same situation if we become distracted in the pits, and have not put safety measures in place. The lesson to us all is that if the pilot had followed even some of the bullet points above, the aircraft would not have shot through the pits at full throttle when the Transmitter was turned off endangering other members.

### *Providing and Receiving Safety Advice*

EVERY member at TMAC is a safety officer. We are our brother’s keeper, and we look out for each other.

If you see someone doing something that is not safe, step up and speak to them, but make sure it is safe to do so. For example, yelling at a pilot at the flight line who is already flying will most likely make matters worse. Wait until they have completed their flight before calmly discussing the issue.

Conversely, when someone approaches you with some safety advice, please listen politely and take the advice on board; discuss the issue calmly. The person speaking has your safety at heart.

### *Tethering Your Model*

TMAC rules and by-Laws make no distinction between IC and electric models. Tether your model, or have another member hold it while you work on it.

### *Setting and Testing Failsafe prior to Bring a Model to the Field*

Every time you make a change to an aircraft, please rebind the radio and test that failsafe is set correctly. Perhaps ask another member confirm your settings are correct when you arrive at the field.

### ***Throttle Override Switch Setup***

For electric models, we recommend that you set up a mix to a switch on the transmitter to enable/disable the throttle, so you can work on it safely with the throttle channel deactivated. Please ask for help if you do not know how to set this up on your radio. Radio manuals are not always instructive in this matter.

### ***Carrying armed Models out to the Flight Line***

When carrying an electric model out to the flight line armed, it is so easy to brush a stick against your shirt. Use a throttle override switch as described above, or consider arming the model at the flight line.

### ***Taxiing towards the Pits***

Just a reminder to shut down your model as the “Stop Engines” sign inbound after flying. Do not taxi into the pits, or carry an armed model into the pits. You brush the transmitter against your shirt and...

### ***Hand Launching***

Always hand launch from outside the pilot's position. We had an incident of an electric model flying to pieces when the pilot attempted a hand launch from inside the pilot's position. It's just not safe.

### ***Smoking in the Pits***

Please do not smoke in the pits or near fuel. To the fearless fireproof pilot who confidently told me it was alright to smoke in the pits; we don't hate smokers, just having to put them out.

### ***From MAAA Newsletter No. 02/2013***

**I will close with the following from an MAAA newsletter.** Safety is a national issue, not just a TMAC issue. Safe flying everyone.

### ***Incident Reports***

#### ***Propeller Strikes***

*Incident Reports continue to indicate a rise in serious injuries caused by propeller strikes to fingers, arms and legs from models with electric motors and propellers. These reports show that modellers can be 'caught out' by electric powered models in ways that would not have been imagined with IC powered models.*

*All modellers operating any electric powered model are reminded to treat these models as 'live' until the batteries have been physically disconnected or disarmed. MASA suggest a 'Safety Tag System' (see back cover) which can be easily adapted to any electric powered model and provides a visual indication that the electric system is not armed and is safe to be handled.*

#### ***Safety wire in helicopter rotor blades***

*Following a request from a State Association, the MAAA Executive investigated the situation regarding the wire from a helicopter blade exiting during operation. A member of the Helicopter Subcommittee provided the following information. 'Although the consequence of this happening is high, the probability is very small. The risk is very small'.*

*It was suggested that responsible field management and regular maintenance would reduce the risk to a minimum. It is understood that the manufacturer of the rotor blades is aware of the problem and has initiated steps to rectify the problem.*

## Flight Improvement Program: Phil Gartshore



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

Welcome to the ninth and last in a series of Transmitter columns aimed at taking the mystery out of performing Fixed Wing Bronze/Gold Wings manoeuvres. The author doesn't claim to be the font of all knowledge and has drawn on all sorts of information from other flyers, publications, and the Internet. The so-called tips & tricks are just that; useful to some pilots but perhaps not to others. Hopefully, they may cause a light bulb to go on in your head for that manoeuvre you are struggling with.

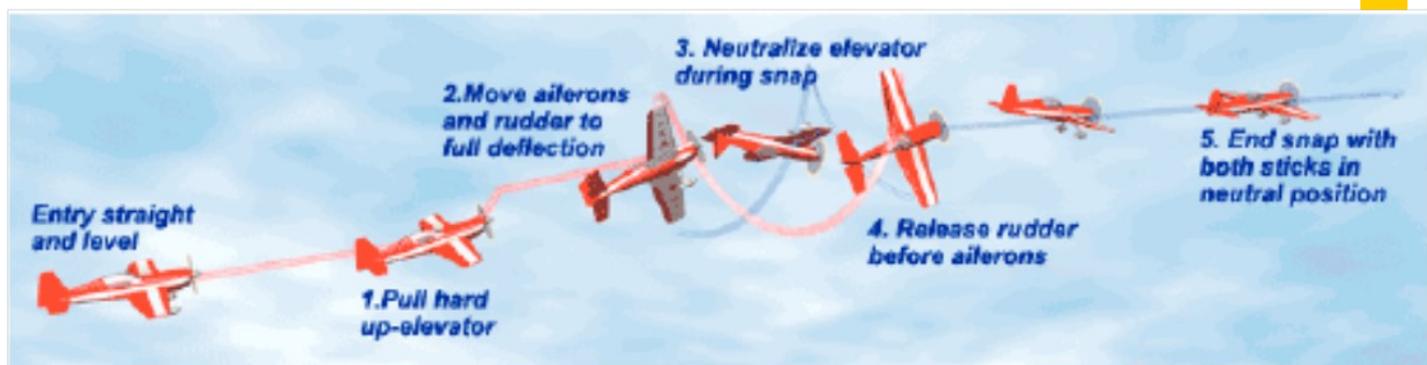
#### **Snap Rolls**

This is not a Wings manoeuvre, but I have just about run out of topics to discuss in this column. For a bit of fun, here are some tips on performing a basic Snap Roll.

When I was first interested in doing Snap Rolls, I asked a couple of members who I have seen do what I thought was a snap. My take from what they advised was something like: *You just pull full up-elevator and apply full aileron and rudder in the same direction until you want to stop. That's simply how it's done right—or not...* Scary stuff if you haven't done snaps before, and the result is not particularly elegant.

When a snap roll is done using the traditional technique of cornering the sticks for all three controls, the result is usually described as a "deep snap." What this really means is that the nose of the model moves a long way off the heading of flight in the yaw and pitch axes. When this happens, the model loses a lot of energy, or speed, as the snap is done. So, when you release the sticks to stop the snap, a few undesirable things result:

1. The model usually doesn't stop exactly where you want it to. Because so much air-speed was lost and because the wing was in a deep stall, the model usually over-rotates and ends up stopping past the point at which you wanted to stop. You wanted to stop upright, but the model stops rotating past upright and is more towards a knife-edge position.
2. Even if the model stops at the desired amount of rotation in the snap, the nose will probably be pointed in a different direction than it was heading when you started the snap. The change in heading makes your flying look messy and hazardous.
3. Losing so much energy through the deep snap makes the model wobbly after the exit and it is difficult to make it go where you want it to until it regains speed. If you are doing a snap roll going straight up, it is almost impossible to do a snap roll and then continue straight up on the same heading after the snap. The heading will be off, and there will be very little airspeed or control authority to make the model go where you want it to.



## Unloaded Snap Rolls

The solution to solving all of the foregoing issues is simply to unload the snaps. "Unload" is a very descriptive term because you are simply unloading the elevator once the snap is started. This technique makes a snap look very much like one done by a full-scale aerobatic airplane, and the technique is almost the same as used in the full-scale aerobatic (IAC) world. It's as simple as 1, 2, 3.

The snap is initiated with elevator only. For a positive snap, first pull hard up-elevator. For a negative snap, push hard down. As soon as there is a visible pitch-up of the nose, move the aileron and rudder simultaneously to full deflection.

At the same instant as you start to move the ailerons and rudder, also start removing the elevator. The object is for the elevator to return to the neutral position at the same moment as the aileron and rudder reach full deflection. A very easy way to look at this is for the left stick (mode 1 pilots) to draw a Tick (ü).



When done correctly, you will see a fast pitch in the direction of the snap, meaning up for positive and down for negative. Immediately, the model will begin to rotate (AKA "autorotation") around the roll, yaw and pitch axes. Because the elevator is unloaded, however, the model won't get as deep into the snap, and it will stop faster, lose much less energy, and remain on the original heading it was on before the snap.

Though this sounds difficult to learn, it very quickly becomes second nature. Practice, Practice, Practice.

### Tips for Snap Rolls:

Practice – Initiate Snap Rolls three mistakes high.

Power – Pull back a little on power just before entry.

Elevators – Follow the "Tick" movement with the left Stick.

*Remember to end up with the canopy pointing to the sky, and the wheels to the ground.*

*Reference: The art of the Snap Roll – Mike McConville.  
Model Airplane News, 2006.*

## Code of Conduct: Noel Stewart

Over the last couple of months, the Executive has had the need to look carefully into legislations relating to Bullying and Harassment. This legislation has become an integral part of modern society, and Sporting Associations across the board, including the MAAA via the “Member Protection Policy”. MOP 041.

This subject isn't something a person would read on a daily basis (unless you have a particular interest), but in saying that, we still need to be aware of what our organisational and individual responsibilities are under the legislation, as it could effect any one of us at any time.

To help fulfil there organisational responsibilities, and keep staff and members aware of their individual responsibilities, businesses and associations often condense the legislation down to a few key points or sentences that are easily made available for reference or display. This can be known by many names, for example, Code of Ethics, Code of Conduct, Our Code or Our Objectives, and is not just limited to legislation wording, but can incorporate a businesses, associations or clubs own aims and objectives as well.

With the members in mind, I have undertaken, on behalf of the committee, to develop a simple document to reflect the TMAC Code of Conduct (see Page 15). This document reflects a combination of TMAC rules and objectives, combined with our legislative responsibilities. It's envisaged that this document will be circulated through the newsletter periodically and will also be a permanent record, to be kept on display at the club at all times.

The items identified in the document are already incorporated in our club rules and or MOP's which we are bound to as an association member, as well as individual members. This being the case, there is no need to make any change to our rules, just the addition of the document.

Included is the reference source beneath each item on the Code of Conduct, this can be kept or omitted before going to print. Feedback from members is invited prior to further mention at the next general meeting, to be held Thursday 28<sup>th</sup> November 2013.

**TMAC**  
**Code of Conduct**

**To encourage and foster friendship between  
aero-modellers.**

(TMAC Model Rules)

**Develop a spirit of co-operation and reciprocity in  
all matters of mutual interest.**

(TMAC Model Rules)

**Respect the rights, dignity and worth of others.**

(Com Gov legislation and MAAA M.O.P. 041)

**Be ethical, fair and honest in all dealings with  
others.**

(Com Gov legislation and MAAA M.O.P. 041)

**Be responsible and accountable for our conduct.**

(Com Gov legislation and MAAA M.O.P. 041)

**To encourage a harassment and bullying free  
environment.**

(Com Gov legislation and MAAA M.O.P. 041)

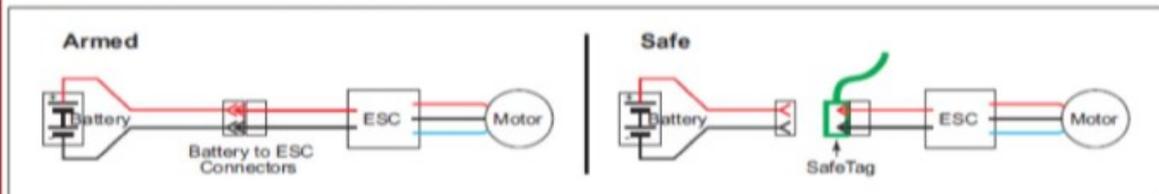
**Always place the safety and welfare of children  
above other considerations.**

(Com Gov legislation and MAAA M.O.P. 041)

## The SafeTag System

The SafeTag system identifies when an electric powered model is disarmed and safe to handle without any risk of the motor starting inadvertently or accidentally. The basis of the SafeTag system is the insertion of a 'dummy' plug/socket onto or in line with the input of the ESC to ensure an open circuit exists between the power source and the ESC. A green ribbon is attached to the 'dummy' plug/socket to indicate the safe state of the model.

The SafeTag can be used either by attaching it directly onto the ESC input with the ribbon extending outside the model or by inserting the SafeTag into an external arming socket.



Standard battery to ESC connection (If you are using an external arming socket in addition to a battery connection, please see over the page for diagrams)

### Preparation

A bright green ribbon attached to a plug/socket matching the electric power connections is all that is needed. The plug/socket is open circuit. It is suggested that the ribbon is 10mm to 15mm wide and long enough to have at least 200mm showing outside the model in plain view.

Most modellers will need a socket that will plug into the ESC where the battery would normally be plugged in. Where a model is equipped with an arming socket, a plug matching that socket will be required. No wires are to be connected between the terminals of the SafeTag plug/socket. Some connectors, such as EC5s, don't even need to have the metal inserts (the plastic shields grip together sufficiently). Other connectors could be made easier to insert/remove by the removal of one of the pins or by modification of the pins.



An assortment of connectors attached to the ribbon with a variety of methods (epoxy glue, CA, heat shrink and binding)

### Use

#### STANDARD SET-UP (no external arming system)

Connect the dummy socket of the SafeTag to the power plug of the ESC and place the ribbon so that it is in plain view outside the model. The model can then be considered safe even if there is a battery in position. When wishing to arm the model the SafeTag will need to be removed and the battery connected. As soon as the flight is completed, unplug the battery and re-insert the SafeTag ensuring that the ribbon is outside the model and in plain view.

#### MODELS WITH AN EXTERNAL ARMING SOCKET

Place the plug of the SafeTag into the arming socket and ensure the ribbon is in plain view. To arm the system remove the SafeTag and insert the arming plug. When finished, remove the arming plug and re-insert the SafeTag ensuring the ribbon is in plain view.



SafeTag in internal use



SafeTag showing ribbon outside the model



SafeTag with external arming

All electric models without a SafeTag correctly fitted and without the ribbon in plain view must be considered armed and potentially unsafe. Ideally, all electric models should be brought to the flying site with the SafeTag already fitted.

The Tingalpa Transmitter is sponsored by our friends at

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