



The Tingalpa

September—October 2010

TRANSMITTER

MANAGEMENT COMMITTEE

President.

Will Sipma 3901 2208 President@tmac.asn.au

Secretary.

Kevin Dodd 3207 9067 TMAC Secretary PO Box 2108
Tingalpa QLD 4173

Treasurer

Martin Homann 0417 636 003 Treasurer@tmac.asn.au

Registrar

Noel Stewart 0412 525 127 Registrar@tmac.asn.au

Committee Members.

Committee member (Liaison Officer).	Will Sipma	3901 2208
Committee member (Editor)	Peter Biddle	0402 403 469, tmaceditor@bigpond.com
Committee member (Web Master)	Randall Mowlam	WebAdmin@tmac.asn.au
Committee member	Glenn Crossley	
Committee member (Field maintenance)	Gregor Kruberg	3397 5697

TMAC Life Members

Doug Kent, Will Sipma

TMAC Life Member's Trophy.

Glenn Crossley

Flight instructors.

Tony Gliddon (07) 3348 8936
0408 648 379

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.

Firstly apologies for both the shortness of this edition and its lateness: I have been kind of busy with other things just recently and I am writing this while packing to head to New Zealand for a week (work unfortunately)

Early September saw the Annual General Meeting and the election of the committee for the next 12 months. We have a new President and Secretary this year after both Allen Danvers and Phil Gartshore chose not to stand for re-election. Thank you Allen and Phil for your work.

There has been recent talk about the number and type of aircraft in the air at the same time. While the committee is considering this issue I have touched briefly on a different aspect of this on page six.

There are also some of the action from this years Watts Bridge Festival of Flight on page seven.

Hope to see you down at the field again soon.

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

Seen at the recent unusual model day, Ray Perrin with his Propellosaurus. This is an electric powered Pterosaur or winged reptile. And yes it did fly. Although thought to be long extinct this was one of two survivors seen on the day.

The Tingalpa Transmitter is sponsored
by our friends at Tingalpa Print &
Copy.

Twin Parks Shopping Centre
1534 Wynnum Rd, Tingalpa
(07) 3393 9911



Secretary Report

The Year in Review

Well it's that time again, and TMAC has had a very busy year. I through I'd run through just a few highlights before I sign off.

Treasurer

At the 2009 AGM, we were without a nominee for Treasurer, and as Secretary, I performed these duties until Martin Homann volunteered and took over in January this year. A big thank-you to Martin Homann for taking over the financial reigns, and seeing the job through the annual audit with flying colours.

Club Rules

In October, the committee worked hard to amend the club rules. We were not sure that we had the registered version of the rules and requested a copy from the Office of Fair Trading. Changes included allowing electronic transactions, re-introduction of amendments previously passed by a special resolution but not registered with the Office of Fair Trading, and finally to update the club rules to more closely reflect the Office of Fair Trading model rules for incorporated bodies.

My thanks to Peter Biddle, Allen Danvers and other Committee members for the time they spent reviewing documents in preparation for the Special Resolution. Thank you also to the membership for their trust in the Committee. The revised rules have been approved by the Office of Fair Trading.

Heavy Model Start-up Area

The heavy model start-up area was updated in the last 12 months. We now have a concrete slab with provision for two heavy models, and enough area for turbine starts. Thanks to Peter Biddle who coordinated the work, and to Mick Pawelski for his concreting skills.

Field Maintenance

TMAC has been blessed this year to have the Brisbane City Council providing aeration services for the strip and taxiways at no cost. Combined with top dressing, the strip has really improved. Once we overcame the issue of some existing irrigation pipes being punctured by the aeration equipment, the field has never looked better, and currently is in the best shape at the end of winter that I have seen for some years.

Congratulations to Gregor Kruberg and Dave Walker for their ongoing fantastic job with field maintenance.

Flight Instruction

This year the Committee appointed a third Commercial Instructor in the Form of Noel Stewart. Noel has taken to the role like a duck to water. This has provided improved coverage during periods of absence, and his new pilots are thriving.

Congratulations to Tony and the Noel's for their ongoing

work to bring new pilots into the club who understand the bylaws, and the flight protocols.

Radio Interference Reports

Late in 2009, TMAC had a number of reports of suspected radio interference. Unfortunately, these were verbal, which makes it difficult to record the details on particular incidents. Interference issues seem to come in waves, where we get a lot of reports in a short period followed by none. The committee published a new form on the web site to help capture the detail of these incidents for investigation.

Extended Overfly Area

In January, TMAC received a letter from Council advising that we had been successful in our application to extend the overfly area to the south west, out past the helicopter hover area. Work is continuing to finalise this, with Council having completed surveying the area, but has not as yet confirmed the exact area. Thanks to Will Sipma for his ongoing liaison with Council in this matter.

Movie Shoot

In February, TMAC allowed a movie company to shoot some scenes at the eastern end of the field. Unfortunately, this activity caused considerable damage, which, with the assistance of Council in negotiations; the movie company has since paid to have the damage rectified. We look forward to seeing TMAC in a film in the future.

EDF Take-off Strips

TMAC has built two sealed strips for the EDF enthusiasts to use. These have been in use for a few months and appear to work well. Thanks to Will Sipma, Mike Pawelski, Peter Biddle, and Dave Walker for their labour to get the concrete laid, in spite of the wet weather slowing the curing of the concrete so much that they were still finishing the next morning. Thanks also to Chad Barrett and Xtreme Hobby for their financial support.

Club House Stage 2

TMAC's largest project this year has been Stage 2 of the club house. Construction of the building has been completed, and the structure made lockable. A big thank you to all the members who have contributed to the Promissory Note raising to help fund the project, and to Will Sipma for driving the project forward. A plaque will be erected on the wall of the new structure commemorating your support. This is a great step forward for the club, and is evidence to Council of TMAC's commitment to the location.

Helicopter Instructors

With the departure of Dr "O" to live in Thailand, TMAC has been very short of Helicopter Instructors, and even Gold Wings rated pilots. Thank you to Keith Hayman for stepping in to look after Bronze and Gold Wings tests in the interim. After a call for volunteers

and some casting about, we also thank Dennis Greenfield for stepping up. He will be attending the next MAAA Instructors course in the coming months along with Will Sipma who is doing the fixed wing course.

Cpl Peter Curler Memorial Trophy

This perennial event was run again this year in conjunction with the Queensland Scale-Fest. Congratulations to Keith Hayman, who won with his impressive Victor Air Tourer. My thanks also to Adrian Hellwig for coordinating proceedings.

Events

TMAC has again run a number of very successful events in the last 12 months using a bunch of hard working coordinators and their teams. These include:

- **Helicopter Day**, thanks to Dave Walker
- **Bi-planes and Warbirds Day**, thanks to Joel Davison and Gregor Kruberg
- **EDF Jets Day**, thanks to Kevin Dodd and Chad Barrett
- **War-Birds Day**, thanks to Gregor Kruberg
- **Electric Day**, thanks to Ray Perrin
- **Queensland Scale-Fest**, thanks to Noel Stewart (and Phil Gartshore. Ed)
- **Unusual Model Day**, thanks to Kevin Dodd who deputised while Allen Danvers was overseas

Thanks also to Glenn Crossley, Mike Pawelski and their merry band of helpers for all of the BBQ's they have run so efficiently at these events. We do appreciate the long hot days next to the BBQ at events you guys put in.

All of these events have been extremely well run, with only one or two issues. TMAC and the organisers should be very proud of our ability to run successful events.

Web Site

Lastly a big thank you Randall Mowlam the quiet achiever who looks after the TMAC web site. His work is so smooth, that we barely notice that the Web site is always up to date, and easy to use. Randall doesn't get to many Committee Meetings, but is always able to distil the elements to go up on the web site from my sometime inarticulate minutes.

Time to Sign Off

Well it's time to sign off and go back to being an ordinary member. Thanks so much to the other committee members for their support over the last three years, and all the best for the incoming committee.

Safe flying everyone,
Phil Gartshore.

New Committee

At the annual general meeting held on Monday 6 September the following committee members were elected and will assume duties from the start of October.

President: Will Sipma

Secretary: Kevin Dodd

Treasurer: Martin Homann

Registrar: Noel Stewart

Committee Members:

- Gregor Kruberg—Field Maintenance
- Peter Biddle—Newsletter
- Randall Mowlam—Website
- Glenn Crossley—just about everything else

Life Members Trophy

The Life Members Trophy is awarded each year, at the discretion of the Life Members to someone who helps the club out for a year, or wins a major award, or who builds excellent models, or just helps.

At the September Annual General Meeting Life Member Will Sipma presented the Life Members Trophy to Glenn Crossley.

Buster Danvers Trophy

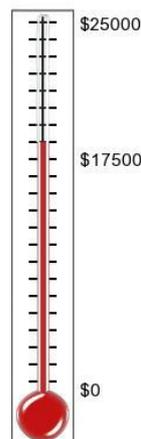
The Buster Danvers Trophy was awarded to Des Lewis. This award is given to a club member who has had a hard time during the year, but keeps coming back and flying. Well done Des.

25 Year Membership Awards

A new award for this year and must be the easiest one to earn, just hang around the club long enough. This award is presented to members with 25 years of continuous club membership and was awarded this year to Chris Clayton and Malcolm Bouchard.

Club-House Funding

As indicated in the last newsletter the club is attempting to raise \$25,000 towards funding the club house extension. Current funds stand at \$17,500 which is double what we had raised two months ago and 70% of the way towards the target. Anyone wishing to assist in any way can contact Will Sipma for more information.



Hot under the collar in crowded skies

There has been a lot of discussion and comment lately about the number, size, and type of aircraft flying together. At times this has led to some tensions on the flight line, especially on the busier days on weekends. I have heard comments that cheap (a relative term) ARFs or foamies should not be allowed to fly when other people are flying big expensive (again a relative term) models, and that only so many should be allowed in the air at any time.

While currently there are no by-laws governing the number or type of aircraft flying together, and the committee is currently looking at this issue I believe there is another way to view this problem. We can take some guidance from the fields of communication skills and from the area of airmanship. Both of these are essential to maintaining safety in the full size aviation field.

Firstly lets take a look at communication. Communication is a dynamic, interactive process where people use their emotional and perceptive skills to place meaning and structure to the variety of messages received, and to work out how to respond. Communication is a major part of good teamwork and is critical to both safety and efficiency and involves the transfer of both information and meaning. This distinction between information and meaning is important. The transfer of information alone is not sufficient to ensure effective communication. To ensure good communication all parties must have a common understanding of the message.

Using a simple example here, how many times have you taxied up to the flight line announced on the strip, got some form of monosyllabic response (if any) and then proceeded to take off. Did everybody on the flight line hear you, did they all understand you were going to take off and proceed to fly loops and rolls along the strip.

The literature on this topic also provides a number of factors that lead to a failure of communication. Those items highest on the list include:

- Inappropriate choice of words
- Receiver inattention
- Lack of courtesy by sender and/or receiver
- Different cultural backgrounds
- Inappropriate timing
- Inadequate feedback

Have a think about the above next time you approach the flight line. The TMAC bylaws state you must clearly communicate your intentions at all times. It does not simply mean you just shout out something and then proceed. Are you sure everybody understands what you are going to do? From the other side if somebody

approaches the flight line and states his intentions have the courtesy to reply.

The second area I want to look at is that of airmanship. Back in the November—December 2007 edition of the Transmitter I touched on this briefly with this definition,

'Good airmanship is that indefinable something, perhaps just a state of mind, that separates the superior pilot from the average: it is not a measure of skill or technique, rather it is a measure of a person's awareness of the aircraft and its flight environment and of her/his own capabilities and behavioural characteristics, combined with good judgement, wise decision making and a high sense of self-discipline.'

Now while this was written about full size aircraft operations I believe it applies equally to what we do with model aircraft. From this definition we can identify three fundamental principles of good airmanship:

1. Skill - this is the ability that comes from knowledge and aptitude and can be learnt.
2. Proficiency — this is the ability to operate an aircraft with competence and precision both on the ground and in the air. This comes with practice.
3. Discipline— to apply your skills and proficiency in a safe and efficient manner. This is a state of mind or the attitude you take to your flying and starts before you even reach the flying field and includes some of the other qualities associated with airmanship including:
 - Communication - keeping other informed
 - Teamwork—working with others to resolve problems
 - Situation assessment—analyzing and assessing unusual developments
 - Situational awareness—maintaining awareness of what is happening around you now and how that translates to what will happen in the future.
 - Foresight—anticipating potential hazards.
 - Judgement—using expertise to solve unusual problems.

From our perspective high on this list is situational awareness as we operate in a small space with fast moving models and varying levels of skills and proficiency. This includes knowing what other aircraft and hazards are around, where they are now, where they will be in the near future and how this will impact both your and other pilot's actions. The flight characteristics of the other models and the abilities of the pilot are also important part of situational awareness. Have you ever stopped to think how a lesser experienced pilot feels when you come along and tear up the sky all around him. Similarly if a group of higher performance aircraft are flying consider if it is wise to take out your smaller and slower model.

So what am I trying to say here? Essentially be courteous, communicate well, display a professional approach to airmanship, maintain good situational awareness, and help everybody to enjoy their flying.

Peter Biddle



Watts Bridge—Festival of Flight 28 August 2010



If undeliverable, please return to:

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

**PRINT
POST**
PP 424022/00093

**POSTAGE
PAID
AUSTRALIA**



Upcoming Events at TMAC

Sunday 19 September	Event	Helicopter Day
Monday 4 October	Meeting	Club General Meeting
Saturday 9 October	Field Maintenance	Working Bee
Monday 1 November	Meeting	Club General Meeting
Saturday 6 November	Field Maintenance	Working Bee
Sunday 28 November	Event	Warbird & Biplane Day

- 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.