



HMAC Flyer

February, 2014

The history of the Hobart Model Aero Club as recalled by Garth Wilmot. (Part 2)

4.

In the fifties there were clubs in Hobart, New Norfolk, Launceston, and Burnie (I think) which at some time led to the formation of the TMAA and subsequent affiliation with MAAA. Somehow I became treasurer of the TMAA leading up to the running of the 1957/58 Australian national championships held at Campbelltown. At this time this was an enormous undertaking, however we did receive a great deal of help from the Victorians in the running of the various events. Most of the organising was done by Len Quinn, David Reynolds, Keith Leonard, Ken de Bomford and yours truly. From my point of view I had the task of the financial management which even included a lot of the accommodation details and payments. With the exception of David Reynolds who was busy attending to his own models, we really worked over the duration of the event although I spent a good deal of time looking for fly away free flight models as far away as the Quornhall airstrip. This nationals featured the first radio control championship which was won by Peter Waddle, the father of well known and highly respected Greg Waddle who has, unfortunately, passed away.

I am not sure when the TMAA went into recess but I think interest in the hobby declined after the effort of running the nationals.

I did spend a little time on small sport free flight models after the nationals and spent a couple of years working on the North West Coast around 1962 to 1964. On my return and after a visit from Steve Ralph I took the plunge and invested in an OS Pixie single channel outfit. I caught up with Geoff Leverton, Fred Cherry and Bruce Synott and we went flying at Cambridge and Richmond.

As far as I can recall the club was formed in 1966 as the number of single channel fliers increased. The first preliminary meeting was held at the home

of David Reynolds at 10 Knocklofty Terrace, West Hobart, with subsequent meetings held at my home at 15 Courtney Street , Lenah Valley.

Among the foundation or early members were Fred Cherry (now living in W.A.), Reg Bowden, Garth Wilmot, Geoff Leverton, Bruce Synott, Bob Morrison, Peter Foxton, Bert van Ommen (who was the proprietor of the Hobby Lobby in Murray Street) and David Reynolds.

The club was originally called the Tasmanian Radio Control Association and was formed to ensure that insurance could be obtained and was open to any type of radio control enthusiast within the state. The club affiliated with the MAAA directly as there was no state body. Members joined from the North West and Launceston areas and we even had members on the West Coast. In the 1970s we had a model yachting section in addition to the aeromodelling fraternity and some members (self included) participated in both areas. In due course the Evandale Radio Control Club and Risdon Brook Model Yacht Club were formed as numbers increased and these moves received the blessing of the TRCA.

Early flying took place around Richmond until we received permission to use paddocks at "Carrington" owned by Mr. Bowen who was quite sympathetic to our needs.



An early single channel radio model at Richmond.

5.

We seemed to move from paddock to paddock on "Carrington" and even had the late John Emms fly a float plane off a dam on the property. We were there for quite a few years, however when the sons took over the running of the property, we were not so welcome and eventually given our marching orders.

We then flew off a couple of different sites opposite our present field and had to put up with fairly primitive conditions.

During the 70s we conducted annual state championships covering aerobatics, gliding, scale and pylon racing and the event usually drew top class competitors from interstate. In those days points gained at state championships counted toward a place in world championship teams and we could always look forward to hosting the now legends of Australian pattern flying. Such competitors as Tom Prosser, Barry Angus, Johnno McGrane, Ian Watts and Jeff Tracey were regular visitors. We even had world class and Canadian champion Ivan Christenson compete on one occasion and his visit resulted in the championships being the subject of a double page spread in the Saturday Evening News, radio interviews and the biggest spectator crowd one could imagine. I had the privilege of hosting Ivan and his family while he was in Tasmania.



6.

Then came the opportunity to negotiate for the use of the old Richmond Racecourse. I understand that this land was acquired by the State Government as part of some racing re-organisation and that it was initially offered to the Richmond Council who declined the offer.

It was ironic that the Clarence Council wanted control many years later. It was decided that the area was to be a multi-use recreational area and that we could have a 21 year lease, however, for some reason, this was changed to an annual licence. The first year's licence payment was made in October 1979 and we were to share the field with the south Eastern Trotting Owners, Trainers and Drivers Association and that Eric Fleming would have grazing rights.

The field was virtually derelict with a dilapidated old toilet, fences and concrete rubble to be removed. At the first working bee the toilet was demolished by a good bump from Bernard McKay's truck, but unfortunately Wayne Moore was still inside.

.....To be continued in March. Thank you Garth for a very informative article.

Control LineFun Fly - HMAc Kelly Field 14th December

The Fun Fly was held in less than ideal conditions, however we had an excellent turn out on the day, certainly boosted by our friends from LMAC; Owen & Lyal Cameron, Jason George and John Moody. They brought a “truckload” of models including stunters, combat wings and racers.

First up for the day were the rat racers, simple one design models with 2.5 glow engines. After some practice (get motor started), races were held with the following results;

Peter Allen	5min 54secs
Tony Gray	6min 46 secs
Lyal Cameron	6min 53secs
Jason George	8min 53secs



It was good to see John Moody get the Fox 35 “Bi Slob” flying, certainly a unique design capable of some very interesting manoeuvres.

Geoff Leverton brought along a lightweight stunter of his own design for an OS 15 and all were impressed just how well this large model flew with the small motor.

Although windy for most of the day, we had a small lull after lunch and Mike Hawkins flew his little diesel powered Spitfire for the first time. The Spit flew very well indeed and Mike was very pleased!

Lots of interesting models on display, including Jason’s stunning Red Bull Nobler, Peter Allen’s Vector, Lyal & Owen had Ramrods in matching colours, small racers, large racers and a brace of combat wings.

One interesting model was Tony Gray’s vintage stunt model powered by an ED Hunter (you have to be a certain age to remember the Hunter) As usual, Tony had the motor singing and gave the model a decent workout.

Only one mishap for the day was Owen’s Rat Racer which ended up with a broken fuz (bring the superglue next time Owen!) Peter Allen did manage to land the Peacemaker at speed on the fin whilst inverted - hardly a scratch, tough stuff that carbon fibre tissue.

Many thanks to Colleen for the excellent BBQ lunch, and also serving morning and afternoon coffee at the control line circle! Colleen you are very much appreciated.

Although the weather was not the best, a great day’s flying was enjoyed by all and we look forward to the next Fun Fly day in the Autumn.



Glider Competition Sunday 2nd February.



For a change the weather was near perfect for the glider event, light winds and some cloud cover .

The object of the event was to get the gliders to a similar height. This was determined by the CD, motors were then shut down. A “max” of 6 minutes was decided upon, this meant competitors could not score more than 6 minutes, plus 30 seconds if they landed on the strip .

John Jongbloed and Bob Morrison arrived with a choice of two models.

In the first round Mike van Niekerk showed his superior climb rate and had to wait for the other models to attempt to climb to his height. In the following rounds Mike was limited to a similar height to the other models.

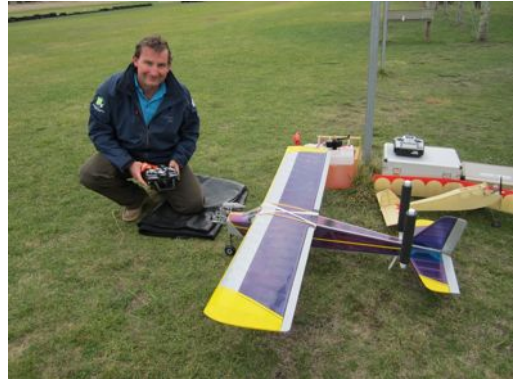
During the third round Bob Morrison picked up a weak thermal, Mike van Niekerk was at the end of the strip and picked up an active thermal and climbed away making an easy “max”. The fourth round was fairly even , all competitors making a 6 minute “max” . Thanks to all who entered, the timers, score tabulators and Colleen for the lunches .

GLIDER DURATION - HMAC 2nd February 2014

Competitor	Club	Model	Round 1	Round 2	Round 3	Round 4	Total Best 3
Jongbloed, John	HMAC	Hacker	3.12	3.30	2.35	6.30	0792 secs
Van Niekerk, Michael	HMAC	Radian	6.00	5.13	6.30	6.30	1140 secs
Morrison, Robert	HMAC	Radian	3.19	3.57	4.25	6.30	0892 secs
Rutledge, Michael	HMAC	Capella	5.00	3.27	3.25	6.00	0867 secs

Events Calendar

Electric Fly-In Sunday 16th March.
Aerobatics Sunday 27th April.
Tomboy Saturday 15th March



Ian Gannon and a very nicely finished trainer



Peter Ederle shows us his Messerschmitt

New Members

New members over the past couple of months are Kevin Fyfe, David McCarthy, Scott Rappl and Terry James.

Welcome gents we look forward to catching up with you at Kelly Field in the near future.



The cockpit of the Messerschmitt



One of the Advantages of an HMAc membership

NORTHERN BOUNDARY.

Please be very aware not to over fly our northern boundary. Our neighbour has once again complained of models flying over her property. Extreme caution please.

Also please note that only electric models may be flown before 9.00am on a Sunday.