



HMAC Flyer

March, 2014

The history of the Hobart Model Aero Club as recalled by Garth Wilmot. (Part 3)

A good deal of field preparation was carried out by Eric Fleming with assistance from member working bees. Water lines were installed from the main road and an entrance roadway and parking area prepared. I vividly remember the always impatient Bruce Synott stubbornly taking a short cut from the top entrance and getting his Honda Civic bogged to the axles and having to leave it until the next day to be towed out.

A grant of \$2,500 was received from the Division of Sport and Recreation to assist with the construction of the toilet block and this work was mainly carried out by members. The large shed to be used as a clubhouse was also erected by volunteer labour making several working bees necessary.



Early days—Leigh Trenham centre rear and Garth Wilmot and Anton Benada front left.

7.

At a special general meeting held on 7th October 1980 rule changes were adopted to enable the club to become incorporated.

By March 1981 the entrance gate and gravelled road were completed and a Rover 30" cut ride-on mower was purchased. It was around this time that we actually started to fly at Kelly Field.

The period December 1982 to March 1983 was a very busy time for the club. It was decided to participate in the Tasmanian Fiesta by conducting and organising the Tasmanian Fiesta Model Exhibition from 28th December to 4th January at Princes Wharf No.1 Shed. Other model clubs were invited to participate on a profit share basis and, although it was a lot of hard work, the exhibition was very successful. The subsequent profits helped to put the club on it's feet and provided funds to assist in the running of the Kelly Field Scale Fly-in and Trans Tasman Scale Challenge.

We were accorded the honour of conducting the Trans Tasman which was for a scale competition between teams from Australia and New Zealand and this was held on the March long weekend in 1983. To ensue the success of this prestigious event a fenced compound was completed and a marquee hired to house models for judging.

A very successful series of events were held and I would think it was the most memorable scale meeting ever held in this state, and probably, right up there with the Campbell Town nationals and the State Pattern Championship won by Ivan Kristenson.

Giant Scale was won by Ken Lawson (Phoenix Flyers) with Pitts S2A, David Masterton (NSW) with a Super Chipmunk and Phil Chugg with a Topsy Junior filling the minor places. Stand-off Scale was won by David Masterton with a Cessna 337 followed by Ken Lawson with a Sea Hornet and Eddie Peypers with a DC3 . David Masterton went on to win the World Scale Championship with an upgraded version of the Cessna.

Australia came out on top in the Trans Tasman with David Masterton scoring top points followed by Arthur Heenan of New Zealand with a Fletcher-BVU.

There were quite a few notable contestants from interstate competing in the events other than the actual Trans Tasman Challenge including my highly regarded old friend the late Leo O'Reilly.



T h e winning Cessna 337

8.

Around this time Jan Wilmot was made a life member of the club in appreciation of her filling the position of treasurer since the inception of the club.

On 5th February 1983 the four active clubs in the state held a meeting and decided to form the Tasmanian Model Aeronautical Association thus relieving the club (then still called the Tasmanian Radio Control Association) from the responsibility of acting as the state body.



I think club records should cover the story from here on.

And perhaps someone else may like to take up writing the story from hereon.



A selection of stands at the exhibition at Princes Wharf No1.

9.

Looking back on the 60s and 70s there was a quite amazing transition from primitive hit and miss single channel flying to the point where everybody had good reliable radio control equipment. Our original single channel sets were super regen as against superhet meaning we could only fly two models at a time, one on 27MHz and one on 40MHz.

OS Pixies were supplied with a centre loaded antenna and my first one was on 40 MHz was supplied with a 27MHz antenna. I couldn't work out why I continually had a range problem. On my first flight the model disappeared over the hills toward Tea Tree and it took two days of searching to recover it.

I can remember John Caldwell having an old heavyweight transmitter which sat on the ground with a button on the end of an extension. He used to run and hand launch his model and grab the control button from me as he went past.

My next radio was a Grundig tuned filter outfit purchased second hand from Anton Benada and which had sticks operating micro-switches on top of the case. I had a great deal of success with this outfit even though it was still super regen.

Other members were buying reed sets second hand as these were becoming readily available due to the advent of proportional radio. I did have an F&M reed set before I could afford to go proportional.

Kraft radios were well and truly the radio to have and Owen Badcock used to import a few for friends occasionally but they were expensive, and in the event of any problem, they had to be returned to the US. I recall Anton Benada paying 550 pounds (\$1,100) for a new Kraft and that was a hell of a lot of money in those days.

I had to take out a loan to buy my first second hand Kraft which had a huge receiver and large servos with no rotary outputs and single push-pull rack outputs. It took some planning to make sure the servos went the right way for the surfaces.

Soon after Victorian Barry Angus started importing Kraft radios and subsequently set up Kraft Systems at Geelong with Brian Green which meant local radio servicing was now available.

Kraft certainly dominated the Australian market for some considerable time and I had meanwhile set up a retail business, partly because of the lack of a decent hobby shop in Hobart. I had a Kraft agency and supplied most of the radio control equipment in the south of the state.

American radio sets certainly dominated the market although alternatives could be sourced from the UK or Europe.

When Futaba radios came to Australia they were viewed with some suspicion, however they were soon in general use due to a much lower price. Other brands followed including Micro, KO Digiace, JR. etc. and lower Japanese prices eventually saw the demise of the US manufacture of radio sets.

Our hobby has never been cheaper in real terms than it is now and the advance in electronics and other items we use is quite amazing. In years gone by we would have to make many of the accessories we now take for granted and development of the ARF has probably drawn many new members who probably lack the skills to scratch build to the club.

.....A huge thank you to Garth for a very informative article.



Tasmanian Pattern Championships

On Saturday 15th February Phoenix Flyers of Launceston hosted this year's pattern championships. Three flyers from HMAAC attended, Tony Gray, Mike Rutledge and Tony Sheppard. Peter Allen called and Jack and Colleen Tonks together with William Deal came to lend support.

Congratulations to Mike who came a very credible 3rd in the sportsmans class.

Scott Kay (F3A) and Steve Reece (Expert) gave us all something to aspire to with some amazing flying.

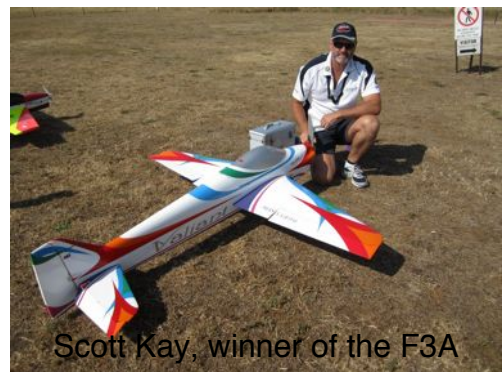
First in Sportsmans class was Ben Goode from Phoenix Flyers closely followed by Piers Findlay.

Steve Cochrane just pipped Andrew McIntyre for first in Advanced. Huw Davis won classic, Steve Reece won Expert and Scott Kay won F3A.

A great time was had by all. These events are a great learning experience and highly recommended for anyone wanting to improve their skills.



Mike receives his medal for 3rd place.



Scott Kay, winner of the F3A



The Hobart entrants.



11 entries on the day.

ELECTRIC FLY IN

Despite strong winds we had a number of guests from other clubs attend.

Very little flying was done on the day, however Nate and Andrew Gaze gave a very impressive exhibition of what they can do with their helicopters.

Mike and Chris Adams from Phoenix flyers both managed a flight or two between gusts and a few of our members braved the elements and flew flying wings and fun fighters.

Thanks once again to Colleen for supplying lunch.



Calendar of events

Sunday April 13th

Phoenix Flyers Scale day

Sunday April 27th

Aerobatics at Kelly Field.

Saturday 31st May

IMAC at Phoenix Flyers

CHANGES TO CLUB RULES

At the last committee meeting a couple of rules were added.

1. No flying permitted on any day designated "Total Fire Ban" day.
2. Smoking within the pits, clubhouse, shed or to the west of a line between the "Non Smoking" sign on the clubhouse and the shed is not permitted.

AUSTRALIAN MASTERS 2014



Jack Tonks with his son John at the Australian Masters.... To quote Jack "I taught the boy all he knows".



Tetsuo Onda, from Japan, winner of the 2014 Australian Masters

Jack and Colleen Tonks travelled to Albury earlier in March to watch their son, John, compete in the 2014 Australian Masters.

John is a former Australian champion and competes in the Masters class. In this years event he came in sixth place in a very strong national and international field.

Scott Kay from the North West club came fifth in the F3A class. Scott is pictured on page 5 of this flyer.



1st and 2nd place. Tetsuo Onda (Japan) and Chad Northeast (Canada).



John Tonks with his Separt Mytho S F3A



A selection of the models at Albury.



F3A entrants and their planes.

Images Colleen Tonks.