



# TORQUE BACK

**Hobart Model Aero Club Inc.** (00549C)

Patron: Doug Chipman

email: [csvenn@bigpond.com](mailto:csvenn@bigpond.com)

**January 2020**

**Editor – Sue Venn**

## *President's Corner*

Just hit 40 degrees in my backyard.

Well the wind kicked in just before Xmas. During a conversation with Phil Hubbard I said that I had modified my kite design and was going to now construct it with galvanised sheet and pipe and fly it off 100 meters of chain. He suggested a large block of concrete would not go astray.

Well the Xmas Lunch was a great success and all enjoyed the ample food/beverage and social chatter.

It was nice to see members from the RFMAC enjoying the day and we also had visitors with their trailers of planes etc for sale.

To those who helped out on the day including Santa's little helpers and those contributing to the Buy/Swap and Sell, my thanks to all. Even some ladies crossed the picket line and helped with the cleanup.

Garth Wilmot had a very profitable day not only moving some donated bits and pieces from Ian Searle and others but also two pattern planes donated on the day by Geoff Levertons grandson, Danny Port. Thanks to Tony Sheppard RFMAC these did not last long.

We have still a number of aircraft for sale (in the Machinery shed) and numerous other pieces and gear in the clubhouse. If you are interested please help yourself leaving a suitable donation in the container provided.

Our new Field Maintenance Donation box is working well and has already contributed much to our finances.

The state of the runway is dire due to the months of dry and costs to irrigate. With the Xmas functions being a financial success taking the strain off our funds we have increased the irrigation to the runway. It will be of some benefit but will be no substitute for rain. Until we get a good soaking of rain the surface will remain dry, dusty and patchy particularly the taxiway areas.

The grasses in the outfield areas are dry and getting long. I am having a conversation with the couple agisting the paddocks and it is hoped that baling will commence once a contractor is found to be available.

Please be aware of any fire risks, be prepared and have the Machinery Shed main door open and acquaint yourself with the fire trailer and mower equipment in case they need to be used in a hurry. Assess the situation if there is a fire and if unsure ring 000.

Happy flying 2020 and Happy New Year.



**Barry Gerrard**

## Editor's Notes

What a special day our Christmas Lunch was! A lovely way to finish up another happy year.

The day stayed fine, and because there was a gentle breeze there were no Aussie flies to spoil the sumptuous spread. Superb meat and hand brewed beer accompanied by beautiful salads - and then desserts, made it a very special meal that we all enjoyed together. Both members and their wives enjoyed the company of a great group of people. We did appreciate that our Patron, Doug Chipman, was able to share with us.

Thank you to all who were responsible for such a great day. I'm sure we are all looking forward to 2020 being another year enjoying flying and socializing together.



### Sue Venn



*Damian hard at it at the Barb B Que.*

*Happy Christmas tables enjoying lunch.*

*Barry and Doug Chipman, Mayor of Clarence and our Patron.*







*Pre-Lunch drinkies included a much appreciated home brewed Beer by David Ellis.  
David also checking his cooking efforts.  
The girls were told to keep out of the kitchen today!*







*More happy snaps as we enjoyed lunch.*

*Damian and his son Riley - future member?*

*The boys really did let the girls have a day off and did a valiant effort at the sink!*







*Note from Ken:*

Please note that the Club's postal address has been changed from Rosny to:

**PO Box 244  
Richmond  
TAS 7025**



## For Sale: Motors and retracts

Turnigy Aerodrive 4240 620 Kv motor complete with Turnigy ESC Plush 60 A  
2 off at \$50.00 each

Detrum BM3720A3 600 Kv motor \$20.00

Turnigy Propdrive 42-48 650 KV motor complete with Turnigy ESC Plush 60 A  
\$50.00

Turnigy Aerodrive in-runner B2835 2700 Kv motor complete with Turnigy ESC Plush 30 A

Turnigy L2210-1400 Bell Motor complete with fittings and rubber rings \$20.00

Turnigy ESC Plush 18 A \$20.00

Turnigy Elect. Retracts with leg and wheels \$10.00 each

Turnigy Elect. Retracts bare \$50.00 each.

Contact Stuart on 0402 751 700 or at [stuartsmith@netspace.net.au](mailto:stuartsmith@netspace.net.au)



# Meet Our Members

*Each month I am hoping to interview a member of our club as we all have a story behind our membership of HMAAC. We begin with Garth who looks back on many years involved with aeromodelling. Ed*

## Garth Wilmot

After reading the article in Wingspan regarding his old friend David Axon's 60 years in the hobby, Garth thought it would be an idea to look back on his own approximately 72 years in the hobby.

Apart from building balsa solid models during the war years and dabbling in scratch-built rubber models, he built his first control-line model in 1948. He had an ED mk111 which was a dog of a motor and, as soon as possible, he purchased an Amco 3.5 which was fragile but very powerful for its time. He used to buy some engines and kits from Henry J. Nichols in London.

Quite a large part of his 72 years was spent in club, state and national administration. For example, he was secretary of the original HMAAC in 1950 and treasurer of TMAA in 1958 during the period when the only MAAA National championships ever in Tasmania were held. He was also a member of the organising committee and found it certainly wasn't an easy job.

He has held all administrative positions in the TMAA, from auditor to president, and represented Tasmania at many MAA annual conferences.



In 2010 he was awarded life membership of MAAA for services to aeromodelling, and was previously awarded life membership of HMAAC and TMAA respectively. However he wasn't a particularly keen competitor in contests, but did happen to win a state gliding championship and a couple of low-key pattern contests.

During the period when State Championships were worth something, he managed to attract many well-known pattern fliers to the state, also Canadian Champion Ivan Christensen. He was the principal organiser of most of our major events, but these days he is more than happy to take a back seat.

He have lost count of the number of years that he served as newsletter editor, and for a period during the late eighties and early nineties the newsletter was compiled, printed and posted free of charge to the club.



# Fly For Jack Day

December 8th 2019

## William Deal RFAM

We have attempted to have a model fly in day dedicated to our late mate Jack Tonks for about 6 months. This day was to be an invitation day to other clubs to join us for a BBQ etc and have a good day together. Jack was a prolific builder and of course most of his models are now

with local modellers, and I know Colleen was looking forward to seeing some of Jack's models fly again.

Unfortunately, the weather has been so ordinary that we had to cancel the invitation event on two occasions.

With weather finally easing, it was decided a few of our members would go to the field and attempt to have a "Fly For Jack" and fortunately it went well.

1: General mob photo

2: Group photo; from left Lyell Glover, Colleen, Mike Ralph and Mike Rutledge (President RFAM) All models built by Jack and Colleen and all flew on the day.

3: Colleen with the Dicky Birdie model.



Colleen is a life member HMAAC.

Colleen and Jack were a great team building their models. Jack produced the woodwork / metalwork and Colleen the covering, finishing and painting (we all reckoned Jack did the easy part)





# Taking photographs of model aircraft



*Peter, our camera man, was exceptionally pleased with this shot of Chris Venn's Vampire. He feels it is a great variation of his usual shots ... quite unique.*

Below is a review of the cameras he uses:

Camera for ground to air shots is a 2009 Pentax K-X. Was an entry level DSLR. Had the smallest body of any DSLR at that time and was also the cheapest. Was to be used for travel pictures, but eventually proved too cumbersome.

Image quality and construction, (stainless steel frame) was to the usual very high Pentax standard despite the low cost.

For flying model pictures he bought a Sigma 150-500mm F5-6.3 APO DG OS HSM lens in 2010. Again an optically perfect product at the lower end of the price range. Suited the Pentax well.



For all other photos he uses a pocketable 2011 Fuji X10. Again a a metal framed camera with a top quality non detachable lens which takes excellent pictures, even in low light, plus with the added benefit of the famous Fuji colours.





117 mm (4.6 in)

70 mm (2.7 in)

57 mm (2.2 in)





## Recent Pictures from Kelly Field



*"I consider this to be probably the best shot I have ever taken of a model aircraft in flight. Almost perfect.....:-)"*

*Mind you, the skill of the pilot to put the model in the right place and at exactly the correct angle of bank had a lot to do with it."*

*Chris Venn's Vampire.*



*A fast ducted fan glider owned by Peter Ralph.*





*In Memorium of Edge 540:*

*Peter Ralph had a bad day  
after these photos! The  
plane's demise was due to a  
rearward centre of gravity.*



*Garth Wilmot's EFlight  
Artizan.*





*Glenn Pearce's Skylark  
purchased from Garth  
Wilmot.*



*Glen Pearce and his ST  
Model MX2*





*Keeping a keen eye out for any rabbits on our runway!*

*Garth Wilmot's Wots Wot biplane.*



*A visitor turned up riding a 1000cc Ariel Square 4. A piece of nostalgia for some of our more senior members. I at one time owned the earlier iron barreled model as well as the later all aluminium engined version. The current owner and I were acquaintances for a few years in the early mid/late 1970's. Nice to see him again. Was about this time Jack Tonks suggested I have a look at R/C model aircraft. **Peter Ralph.***