



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

Patron: Doug Chipman

email: csvenn@bigpond.com

February 2020

Editor – Sue Venn

President's Corner

This month I am not going to comment on the weather.

Last Sunday, Peter Gard and I made the trek to St. Helens to attend the 'Fly in' at the ECRCF field.

It was warm, however the wind was about 25km plus gusting up around 45km at times but five or six pilots bit the bullet and had a fly (including Mike Rutledge RFAM). They were locals and from the North West and probably used to this wind. We did not fly as we both had light models and would have picked them up in the bay.

A ECRCF Heli pilot with a 600? put on a great show in the conditions and another young local with a very nice slippery composite powered glider, the pilot I understand getting his wings about four years ago showed how to get from ground level to 2000 feet in under 10 seconds and this thing under power could go. It was but a spot under the clouds.

It was an excellent social day all round attended by a gathering of approx. 50. All clubs in the state were represented and the ECRCF were right chuffed that everyone had accepted their invitation.

The club being of a smaller community base obviously has a strong representation and backup of wives and partners as they put on a grand BBQ which was all free. They had a raffle of radio gear and a donation if you wished. For a small club to put on a free day they did well.

In the news letter are some photos of the day.

Talking to various people it is quite apparent that all clubs would like to see more interaction on days such as this and Scale Days such as is coming up with Phoenix in April.

When these events come up around the state I would like to see a few more HMAAC members who are mobile making the effort to attend representing our club. If we want them to come to us, we have to go to them.

Those visiting KF recently will have noticed the long grasses have been slashed mitigating a fire risk. This was carried out by our horse lady at no cost to the club.

The sale of various items from Ian Searle along with the Field Donation box have contributed well to the clubs funds. We thank Ian again for his donation and trust that his health is remaining stable and he will get out to have that fly he so wants.

There are still a hatful of various bits and pieces/planes available in the shed and club house and it would be good for them to go to a wanting home.

You may have noticed the sad ongoing condition of the ground at KF due to the drought.

The cost of water is expensive, however we have increased the runway watering by a third to help it through this spell. I know it is dusty but can't be helped.

Well again that is all folks. Happy and safe flying,

Barry Gerrard



Secretary's Page



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

**PO Box 244
Richmond
TAS 7025**



Welcome to two new members:

Lyndon Gunn, Experienced flyer of fixed wing. Is a member of MAAA and has recently moved to TAS from WA and was a member of HMAAC many years ago.

Sebastian Serfontein. Experienced flyer of fixed wing and helicopter. New to MAAA and HMAAC.

		<h2>HOBART MODEL AERO CLUB</h2>
	<p><i>Fun Fly Day</i> <i>15th March 2020</i> <i>Kelly Field</i></p>	
 <p>Raffle: \$1 per Ticket</p>	<p>BBQ 12 Noon Sausage/Hamburger Salad Cake Soft Drink Tea/Coffee</p> <p>Cost: Donation.</p>	 <p>Bring any model and have a fun day</p> <p>Please RSVP by 10th March hmacsec@gmail.com</p>

Editor's Notes

Another year has leapt off, including an extra day this month!

The newsletter is a 'bit light on' this month for obvious reasons, however some good flying has been taking place - at Kelly Field as well as the **Fly In** at St Helen's. Thanks to our photographers for some interesting shots from both those venues.



Sue Venn

A Safety Message from our CFI

I know, I know - you have all heard this before but we need to emphasise the seriousness of any crash outside KF boundaries at any time, but especially in extremely dry conditions. To be fair though, it's pouring as I type this and "dry" is not a word I could use to describe our property or Hamish right now!

As Barry said in the January newsletter, our ability to deal with a fire is pretty well limited to KF, and even then if there is any significant wind it would be difficult to control. To balance this we are a legitimate club operating legally, and as long as we stay within our ops manual and CASA Regs, part 101, we are covered by our insurance with the MAAA. Having made this point though there is a moral imperative to not operate in a way that could put the wider community at risk, so whether to operate or not can become a judgement call.

So guys, always make a conscious mental effort to keep well inside the boundaries on every flight to give manoeuvring room if/when things go wrong.

It is not the time for knee-jerk reactions but I do suggest one sensible action pilots can take - to whit:

If you have any doubt about flying a perhaps difficult model, or your ability to control it 100%, or even a maiden flight, which from experience can often produce a desire for underwear with absorbent liners, get a spotter pilot to come out to the line with you. This does not imply any flying deficiency, quite the opposite, but does lessen stress, and makes it easier for you to handle the model without the need to monitor other models, and your aircraft's position in the circuit relative to our boundaries.

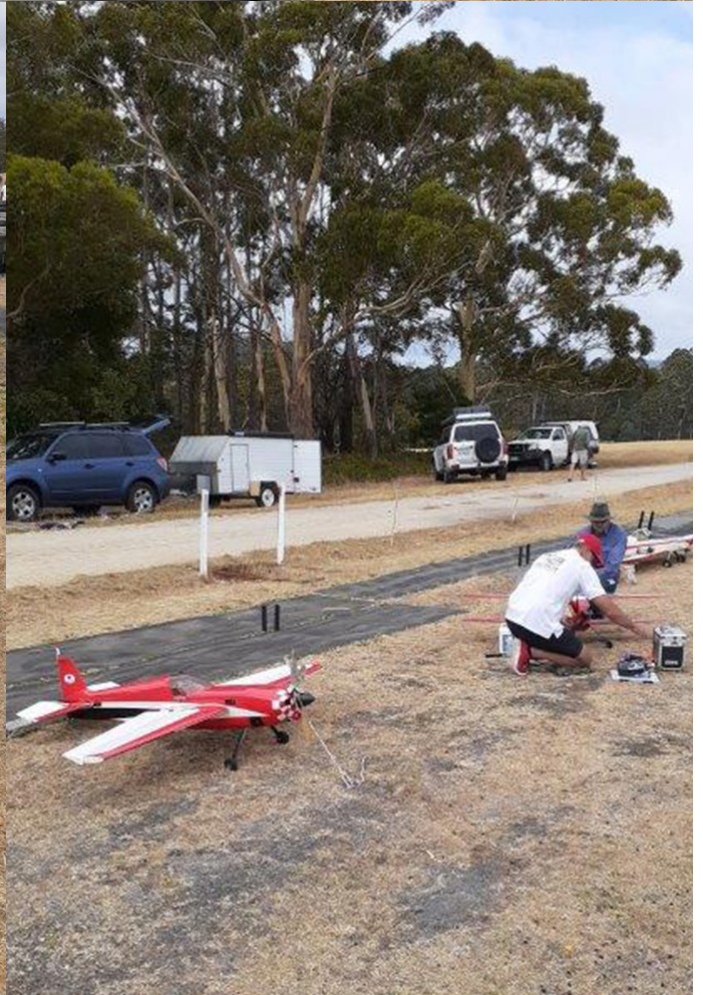
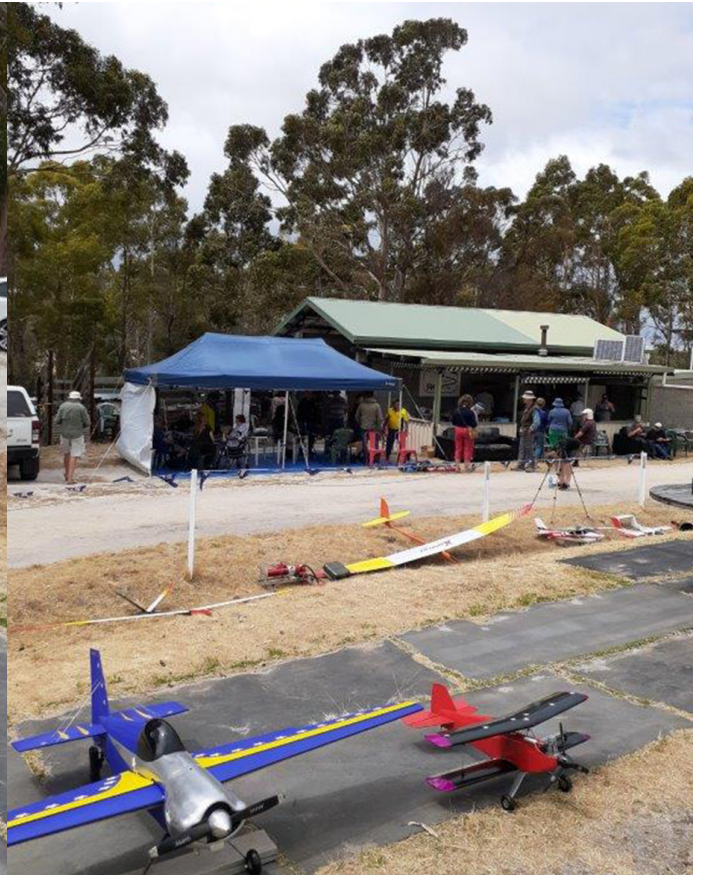
Using a spotter pilot is common among our more experienced members and helps to lessen the risk of an accident when things go a bit awry.

Safe operations to all

Nils

Some shots taken at the East Coast Fly In

Thanks Barry



Recent Pictures from Kelly Field



*Damian Blackwell's new Viper:
A larger and updated version of
his earlier models.
Note the curved upturned wing tips.
Upgraded fan rotor as well.*



*Above: Great shot
to capture!*

*The underside of
models is rarely
of interest, but
Damian's impressive
red model with
the bright yellow
underside featuring
Ferrari's prancing
horse is an exception
to that rule.*

*JJ's model is
FMS 1700mm (67")
Piper PA-18 Super
Cub*



*Peter Ralph's
Aeromaster*



*Damian Blackwell's
Spitfire*



*Damian Blackwell's
Lockheed F-104
Starfighter*

