



# TORQUE BACK

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

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**March 2022**

**Editor – Sue Venn**

## President's Corner

Beginning to sound like a broken record but again a quiet month at Kelly Field.

I omitted last month to welcome a new member and we have also have another two this month.

The new members are Brett Chatwood, Brett Morris and Mathew Hall. We welcome them all to the club. I thank JJ, Peter Ralph and Nils who are doing the flying instruction and providing equipment advice when needed.

We have had some visitors also this month. Richard Collis from Manning, Northern NSW had been in touch with me whilst motoring around Tasmania. He visited the club a couple of weeks ago and the report on his visit is in this Newsletter.

On Saturday last, Graeme Poke and Paul Morse from the North West Aero Modellers were in Hobart and came out for a fly and catchup. Graeme visits quite regularly as he has family in Hobart.

We have had a few mechanical issues with our mowers recently but these have now mainly been resolved. We now have a new mowing roster and I would like to thank Phil Hubbard, Charlie and Karen Connor, Glenn Shevels, David Kettlewell and Glenn Pearce for attending to the ongoing maintenance of Kelly Field.

There has been to date no response from Clarence Council regarding our lease extension. As this is required to be resolved by the end of March I expect to receive correspondence from Council in the near future.

That is all for this month.

Happy and safe Covid Flying,

**Barry Gerrard**



***A very special visitor to Kelly Field. He brought six of his friends with him! Have not seen any of these for about ten years. - Peter Ralph***

**Yellow Tailed Black Cockatoo**

## Editor's Notes



Chris and I have had an eventful month. Firstly we had a house full of guests from Melbourne which meant we had a good house and garden 'spring clean' beforehand. We hadn't had people to stay much over the past two years and everything was in dire need of a tidy up.

It's funny how something like that can trigger action on jobs we had meant to do for months. It gave us a good feeling anyway and as it turned out it was providential as one of our guests developed covid the evening she went home. She must have picked it up in one of the airports coming here as we didn't go anywhere while they were with us.

Of the eight of us in the household four developed covid, Chris not being one of them. I developed it a couple of days later and the best part was being able to rest knowing there were no jobs nagging to be done. With a delivery from Woolies we were set to isolate for the next ten days in our lovely spot here overlooking the Coal River and surrounding hills. I'm convinced having a beautiful view is the best medicine!

Now the settled weather of Autumn is ahead of us and I'm sure you'll all be looking forward to enjoying flying during this beautiful season.

## Sue

After more than a year Chris has finally finished his Howard DGA Pete, 'the most complicated model I have ever made', he says.

I think it's magnificent and he's hoping it will be given its maiden flight some time in the next few weeks.

I'm hoping it flies well so he can then have it hanging up with his other old style models. I think they make a stunning display and if not flown to extinction will make a nice inheritance for our grandchildren!

*see details page 3*





**Chris Venn's Howard DGA 'Pete'.**

**In 1929 Benjamin Benny Howard built Pete, one of the first purpose built air race planes.**

**Howard created the plane specifically for air racing and especially for the events at the National Air Races.**

**Scarcely 17 feet long with a 20 foot wingspan, Howard's third plane, Pete, was designated DGA3, with DGA standing for 'Damn Good Aeroplane'.**



**Pete's first test was at the 1930 National Air Races in Chicago, winning 5 of the first 7 races.**

**Pete became one of the most successful racers in any form of motor sport.**

**from Air Racing History**



# Training Updates

**Peter Ralph**

There was very little training action at Kelly Field for quite a few years. This changed around late 2020, and the number of students have gradually increased during 2021 and continued until the present time in 2022.

The mode 1 club trainer, after a few years in storage on the wall of the mower shed, has been in continuous use, since maybe around early to mid 2021. It is now being used on average three or four times a week, depending on the weather.

JJ, who uses his own models for instructing students on mode 2, has been in constant demand, and is on the verge of being overwhelmed with his work load.

Peter Arrowsmith is the most advanced of JJ's four students. Peter progressed rapidly initially, until Covid 19 appeared, causing gaps in his training in 2021. He is now back to the point he was at last year, and is on the verge of qualifying for his Wings.

Matthew Hall and Brett Chatwood are under tuition with JJ, and presumably only a matter of time before proficiency is achieved. Bill Shannon has shown an interest in taking up fixed wing tuition again, after several years having a good time flying his drones on a regular basis.

On mode 1, Peter Ralph has three students under tuition.

John Hall has moved on from the club trainer and is doing all his training on Peter's petrol engine powered large Ugly Stik. John is waiting for under order lipos to get his Eflite Maule M-7 airborne. It looks as if Wings qualification is only a short time away for John.



*Instructor Peter with John Hall and the Ugly Stik*

With the above activities, several new members signed up, and quite a few prospective members visiting KF, it looks as if HMAAC will be a viable entity for a few years yet.



*Instructor JJ with Pete Arrowsmith mid 2021*

Chris Morgan and Glynn Shevels are progressing well using the club trainer. Chris's training was interrupted last year also, but his persistence has paid off and only this week everything "clicked" and his circuits are now perfect.

Glynn has foregone his control line activities, and has transitioned to R/C flying without any problem. Glynn is improving rapidly with each flight and is quite capable of continuous circuits without input from the instructor.



# Photos from Kelly Field over the last month

Taken by Peter Ralph



*'A Harvard WW2 Trainer. I built it some years back and it's a difficult model to fly.*

*I've recently added retracts and flaps to try and help with landings.*



*It's built from the old Traplet plans using a semi-kit where wing ribs and other bits are precut.*

*Power is OS 90 4 stroke.*

*Hope to have it back in the air soon.*

*Cheers, Phil Murrell'*





***Our two most regular drone pilots, Billie Powell & Bill Shannon.***

***Their activities are watched over by a disdainful magpie!***



***The glider is a 2.2 metre E-flight 'Allusive', no longer available. Very fast! Owned by visitor Rick Collis***



**Visitor Rick Collis with his MSX-R.**



*Hi again Barry, thanks again for the opportunity to fly at the Hobart Model Aero Club. Loved your field and set up there. Enjoyed the chance to talk planes again.*

*I was flying today a 89" MSX-R with a DA 50 under the hood. An oldie but a goodie.*

*My home club is the Manning MAC on the mid north coast of NSW. Please let your members know that we will always welcome visitors to call in and have a chat or a fly if they want to.*

*Again thanks for your hospitality today  
Cheers*

*Rick Collis*

**Our ever watchful resident magpie!**



# Planes for Sale



**Eflite Leader 480**  
**Excellent condition**  
**\$150**

**Phoenix 2000 Glider**  
**Excellent condition**  
**\$75**



**P47 with retracts**  
**Excellent condition**  
**\$150**



**Vampire with retracts**  
**Excellent condition**  
**\$150**



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