



TORQUE BACK

Hobart Model Aero Club Inc. (00549C)

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Editor – Sue Venn



Sadly we report the passing of HMAC founding member, life member and legend of Tasmanian radio control flying, Garth Wilmot. He will be warmly remembered by many for a long time to come.

Garth started off in control line and free flight in model aircraft. Garth proved to be extremely generous in the early years of the fledgling R/C side of the hobby, when he lived at Courtney Street, Lenah Valley. He was an agent for and kept stock of balsa, early kits, engines, and radio gear, which he sold from a large area under his house. All of these “essentials”, were rather expensive in relation to the wages of the time. Many times he said to early members, after the weekly Thursday night get togethers, “Take it now and fix me up payday or whenever you can”.

This was a great help for many who were on one wage, with a wife and several young children to support, and usually trying to pay off a house as well. A complete radio set cost several or more weeks wages, and if ever needed a replacement servo was around \$80.

He set his prices just over the wholesale price, so the profit was just enough to keep him going in the hobby. Local hobby shops were not happy.....

President's Tribute



I recently attended Garth's funeral in Rosny along with some other members of HMAAC.

I had prepared a tribute to Garth however the opportunity did not arise during the ceremony to deliver it. I thought therefore I would share it with you.

This is the second time I find myself in this situation following the passing of our Secretary, Ken Ward just a few weeks ago.

The majority of club members have known Garth for many years and others like myself just a few.

Most know that Garth was a pioneer in Tasmania regarding the promotion of aero modelling throughout the state and this has covered more than sixty plus years.

For his efforts he with Jan alongside became Life members of the HMAAC. Garth was also made a life member of the TMAA which is the State body and a life member of the MAAA which is the Australian national body.

He ran a model supply business from his home for many years and was a friend and mentor to hundreds of enthusiasts who passed through the club over the years.

He and a couple of other members were instrumental in securing a 20 year lease of Kelly Field at Richmond for HMAAC, a facility we all enjoy today, every day. It is rather ironic that a new lease extension is about to be signed but sadly he just missed seeing it being done.

For those that may be interested in aero modelling in Tasmania according to Garth may I suggest that you look up the club website (**see below**) where you will find an extensive report on the history of our sport.

Garth, Jasper and Jan's cake will be surely missed at Kelly Field. On behalf of the club and all its members, our condolences to Jan and to Garth's family on this sad occasion.

Barry Gerrard

Club Website: hobartmodelaeroclub.org.au

A Tribute to an old friend



Early days: Garth bottom left

The death of any club member is a tragedy, but in the life of HMAAC one name stands out, from it's beginning in the late 1940's right through until his death in May 2022.

Now, to newish members the name will be that of an older member not clearly defined by events in the club but never the less still active and holding a committee position.

I am of course speaking of my close friend Garth, Garth Wilmot, (and his wife Jan, also deeply involved in HMAAC from the beginning).

Garth and another member, Keith Drew (also still active), supported by others negotiated our lease. In reading the lease document it quickly becomes apparent just how intelligent these two guy were, the resulting lease has been in effect since our club rooms opened 20 years ago and protects the club remarkably well.

I'm a relatively new "old" member and first knew Garth as an abrasive directly spoken guy but became curious why established members held him in such high regard. As I came to know him, the reason became apparent. Here was a member that said what he thought, never in malice, but direct and supported by common sense and the understanding that he would back his words with action. A rare and very valuable trait to any organisation. Under his guidance HMAAC prospered and became the premier club it is today

Deep inside he tried to hide a soft and generous nature which supported many of us over the years. I know of a member and his wife when faced with an extremely serious crisis, Garth, assisted by Jan, stepped in immediately, with no hesitation, gave help far, far beyond anything that could have possibly been expected asking nothing in return. He also provided a service for models and parts from his small shop under his house at prices which could never have realized a reasonable profit. When a new transmitter I ordered from him failed to arrive he immediately said "you can buy my own new JR 9X" which was a top quality set. I accepted this, but when money passed hands I realised he'd made a very generous offer. How he ever made any profit from his shop I just don't know.

So Garth is gone, many of us feel the loss of a good friend who guided the club through it's formative years, but his memory will live on and I hope in time the shadows that darken even a sunny day as I write, will be replaced by fond memories of a decent man.

Rest in peace old friend

Nils Powell

Editor's Notes

I met Garth on my very first visit to HMAc 12 years ago, and since then Chris and I have regarded him as a dear friend. We shall miss him very much but we have treasured memories of our many times spent with him.



Our hearts go out to dear Jan at this very difficult time and Chris and I thank her and Garth for their friendship over our time here in Tasmania.



Being the last Newsletter I am putting together for HMAc my heart is full, especially with people like Garth who have so enriched our lives, but also so many others of you who we are going to miss very much. It's a huge wrench for us as we had planned to spend the rest of our days here. However we know it is the right time to move to Victoria and be nearer our family - while we have the strength to tackle the big move ahead of us!

We love having visitors, so please feel free to pop in and visit us in our new home on the Great Ocean Road if you are ever going to Apollo Bay or the magnificent coast beyond. It would be so nice to see you and catch up with HMAc news. Charlie & Karen will have our contact details.

We know the club is in good hands going forward and I especially thank Karen for taking on the Editorship of the Newsletter and wish her as much fun as I have had doing it.

All the best.

Sue

The HMAc Annual General Meeting

will be held on the 19th June at 10am in the clubhouse at Kelly Field.

All are welcome to attend.

The committee positions are up for re-election and are as follows:
President, Vice President, Secretary, Treasurer, Committee Member

The current committee strongly encourages you to consider putting your hand up for a position on the 2022-2023 committee. This is your opportunity to help make important decisions regarding the future of the club we all love.

Photos from Kelly Field over the last month

Taken by Peter Ralph



Glynn Shevels, MAAA 40869, has qualified for Bronze Wings, fixed wing powered.

Glynn with his mini FMS and two of his many control line models. Glynn will write us an article next month about his control line planes - something to look forward to.





Jon Hall's Phoenix 2000 glider had a test flight. All went well. Has very high motor power so John is learning to control the tendency for the model to want to go vertical on full throttle launches.



Damian Blackwell's third Viper. Damp grass prevented it obtaining a 100% safe take off speed.



Yellow and blue model belongs to new member Tyran Yeld. Model and motor are brand new and both performed perfectly.

Tyran qualified for Silver Wings recently.



“The airframe is a world models ‘Fun world 40’ powered by an OS 32sx glow IC engine.

I chose to run a 10 x 4 APC 2 blade propeller and used hitec standard servos all round on a 4.8 volt setup in the spirit of keeping the model light and simple.

I flew it for the first time on Friday the 20th May at Kelly Field with Damian overseeing the initial flight test. The plane and motor performed well and needed little in the way of trim to get her flying straight and true.

Thanks to all at HMAc for the warm welcomes as a new member.

***Happy flying all”
Ty***





Biplane belongs to Phil Murrell. It is built from the old Ripmax kit, moonshine biplane powered by OS 52 two stroke with loads of power.

Model dates back to about 1980. Many crashes and repairs.



John Hall decided to fly his E-Flite MAULE M-7. Steep, full throttle take offs were in order to get off the heavily water logged small strip. Throttle up too quickly on the ground/in the water, meant a nose over.

Pools of water brought all models to a sudden halt when landing and some times a nose over. Most enjoyable though, as it was warm and sunny with zero wind.





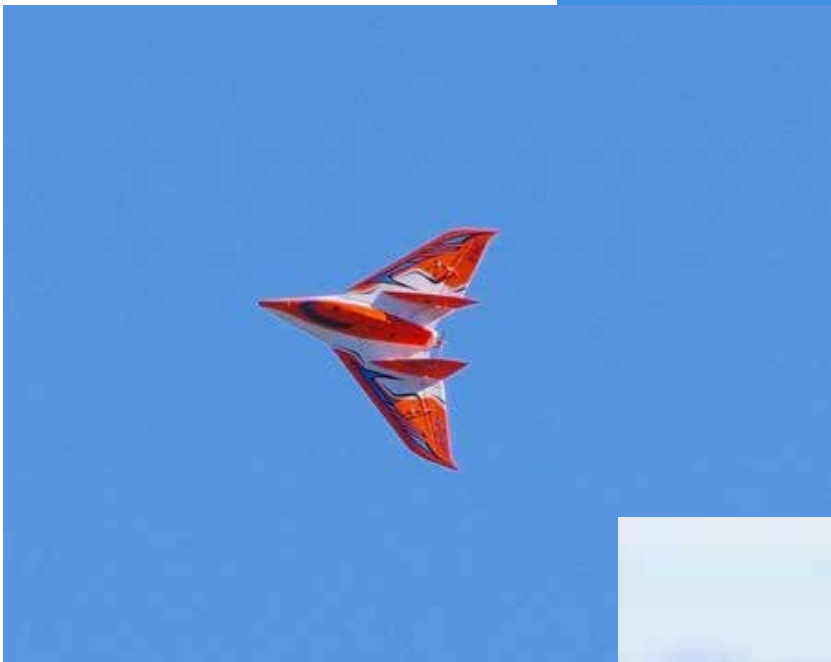
For some weeks this past month take offs and landings were problematical for models with small wheels due to water under the short grass....Glenn Pearce`s model on it`s nose



A delta day!

Above: Phil Murrell`s, now more than adequately powered, with a 6S lipo,

Left: Damian`s multi coloured very fast machine.



Our resident magpie decided to join in the flying ..





You may remember last month when Chris's Fokker D8 'bit the dust'. That time we couldn't blame a wet runway, as it was 'pilot error'. He lifted the plane up too soon and it went into a stall! All that was left of the nose assembly were many bits!

Now it's all repaired and ready to be transported to our new home in Victoria.

In the process of repairing it he replaced the G32 660KV with a G32 770KV and it will now be running a 4S instead of a 3.

When we get to our new home it will be put back together again and it will grace the walls of our Guest house with six other precious models - making a stunning display.

