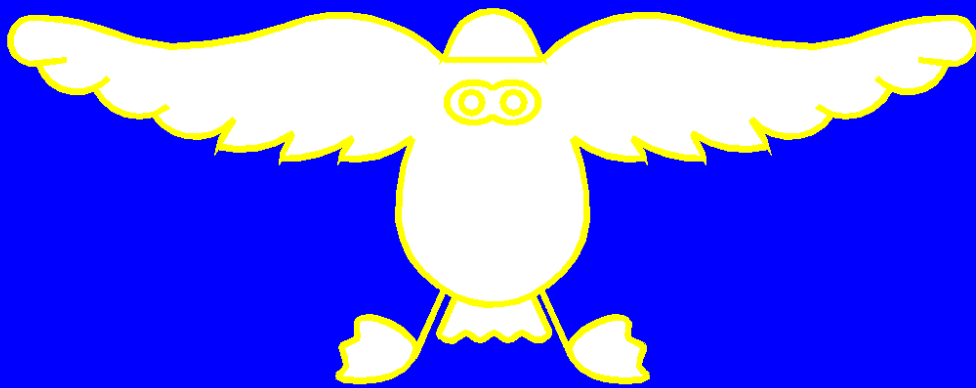


**Thunderbirds  
MAC Inc**



**Whiteman Park  
WA**

## *30 Years of Thunderbirds MAC Inc*

Thunderbirds MAC Inc marks its 30<sup>th</sup> anniversary of incorporation in July 2004. While this may not appear on the surface to be a remarkable achievement, during its life the club has occupied many flying sites and has gone from the largest club in the State to zero membership. The club has also helped to introduce many people to the hobby, many of whom are still active members today.

Although this is the 30<sup>th</sup> anniversary of incorporation, the club existed for up to five years prior. Thunderbirds MAC (T-MAC) had its genesis when a group of modellers with a common interest came together to form a new club dedicated entirely to radio control flying. There is no recorded starting date of T-MAC, however it has been suggested the club was in operation in 1969, and the name was definitely being applied to the group by March 1970. The Thunderbirds name was selected from a number under consideration at a club meeting. The name was put forward by Tony Howes, a member of a by then defunct control line club of the same name. Tony was the driving force behind the club and held the role of Secretary/Treasurer until the late 1970's.

T-MAC flying fields were literally wherever there was enough space to fly a model, and without unduly creating a nuisance for any nearby residents. Some of the early fields were a paddock in King Road Mundijong, Morrison Park in Morrison Road Midvale, and the ovals of Guildford Grammar and Wattle Grove Primary School. King Road in Mundijong was quite popular at the time as a flying venue, but involved some considerable travelling as Perth was then far smaller than it is today.

There are several factors that influenced the thinking of the members during this period. Travelling to the King Road field every weekend became tiresome as many would leave at sunrise and not return home until after sunset. This placed a strain on family life as many were newly married or had young families, and wanted to spend more time with them without giving up aeromodelling. Thoughts turned to obtaining the use of a flying field closer to, or even in, the city. This was against the conventional wisdom of the time of finding a sympathetic farmer willing to allow the modellers to use a cow paddock.

T-MAC showed that at this point it was a forward thinking and progressive club willing to take on the challenges of finding and keeping a suburban flying site. The insurance issue needed to be resolved, as this would be the first question a landowner or local council would ask. One of the benefits that membership of Aeromodellers Western Australia (AWA) and the Model Aeronautical Association of Australia (MAAA) brought was public liability insurance. Therefore to obtain the insurance, the modellers agreed that Thunderbirds MAC would in 1971 become an affiliate of AWA.

The first records of the club begin on 6 January 1971 when eight members paid their membership fees of \$6. This consisted of \$5 for AWA fees and the \$1 club fee. A few months later two more members joined to take membership to ten. The membership at this time consisted of a few from the electronics industry, and they put their professional skills to good use. At this time R/C equipment was expensive and the ability to assemble transmitters and receivers from plans or kits was a definite advantage. The new digital proportional equipment was particularly expensive and it was not until a few years later the break-even point was reached between home brew and ready made radio gear.

The first flying site of T-MAC was at Clontarf, and the flying time was Sunday afternoons. This was not far from the home of Tony Howes, and was obtained by asking the Christian Brothers for permission to use the oval. To remain compatible with the suburban nature of the area, engines were always kept muffled. Some time later T-MAC moved to the oval of Castledare. This exposed the club to a much larger audience due to the attraction of the Stanbridge Miniature Railway. Anyone familiar with the grounds of Castledare would know the Canning River forms part of the boundary, and inevitably a number of rescue missions were required to retrieve wayward models from the river.

At Castledare, a wide variety of radio equipment and models were flown. The radio equipment encompassed single channel through to digital proportional control systems. Popular models were the Aeroflyte Hustler, Invader, Stormer, and Mini Hustler. Engine sizes ranged from .09 up to .29, and while small by modern standards, provided more than sufficient power for the lightly built models. The skills of the club members improved with time such that crashes and river rescue missions became rarer. With better skills, the modellers moved onto aerobatic models such as the Kwik Fli Mk III. It is interesting to note photos of the period show only Mode 2 transmitters.

T-MAC was very active in the first few years in promoting aeromodelling by providing flying displays at fairs. The club participated in fairs at Castledare and the Nedlands foreshore, and in country areas such as Lake Grace, Narrogin, and Dumbleyung.

The problem of flying in residential areas is the generation of noise. Unfortunately for T-MAC and despite the mufflers, the noise emanating from flying activities was a source of irritation to nearby residents. The Christian Brothers received complaints and eventually decided to revoke permission to use the oval in 1972. This was not a complete disaster as the club was allowed to use the Clontarf site once again. However, Clontarf was put up for sale a short time later and all ground maintenance ceased. The site eventually became overgrown and unsuitable for modelling activities, and consequently abandoned.

When T-MAC abandoned Clontarf, the majority of club members returned to flying at the Morrison Road site. A couple of members went as far as the corner of Benara and West Swan Roads in Caversham and also to what was to become Baskerville Oval in Baskerville (Upper Swan). This was to be a temporary setback only, as a number of members were searching the metropolitan area for a new field. David Collett came across Hertha Road Reserve and thought that it could become a good flying site. Any noise from model aircraft would have minimal impact upon the residents due to operations in another part of the reserve. T-MAC approached the City of Stirling for the use of the reserve, and this would prove a fortuitous move that heralded the start of a golden age in the club's history. The reserve would turn out to be a prime site to promote aeromodelling as a hobby, raise the profile of the club, and attract new members.

The Hertha Road Reserve was in fact an operational landfill site in the southwest corner of Stirling, and bordering on Osborne Park and Innaloo. The area itself was low lying and contained wetlands used by wildlife, and one species would feature later as the club's logo. The future site was being filled and covered to allow the landfill to decompose and settle, and occupied an area approximately 700 metres long by 100 metres wide. The grass was maintained as a dust and sand control mechanism for the benefit of the residents.

To assist the council gauge the potential impact upon nearby residents, a flying demonstration was requested. In mid 1973 Tony Howes, Eddy Maxfield, and a few other club members attended the meeting with a council officer at the Hertha Road Reserve. A flying demonstration was performed to the satisfaction of the officer. As a last test to indicate the effectiveness of the muffler, one of the modellers removed it and restarted the motor. The officer was horrified at the noise and this led to the condition that all motors must be muffled. Approval was given for T-MAC to use the Hertha Road site between the hours of 1 – 5 PM on Sundays. Tony Howes contacted club members to inform them of the new site, and all but a few continued their association with T-MAC.

The main reason T-MAC decided to pursue incorporation was affiliation with AWA required the club to be an incorporated body. Incorporation would provide protection for the club's committee and members, and limit any financial liability to the total of the club's assets. With the increasing membership and the relative closeness of a busy road, homes, and users of the landfill site, it was an opportune time to undertake this. The Companies Office of WA conferred incorporated status on 29 July 1974.

Noise complaints from nearby residents about model aircraft were received by the council in early to mid 1974. This was not surprising due to the way the Hertha Road Reserve had been signposted. The council erected a sign stating flying of model aircraft was permitted on the reserve. The flying times and the fact the resident club had sought permission to use the reserve was never mentioned. The sign had the effect of an open invitation to what became known as "pirate flyers", and who would fly outside of specified times with models including control line types with unmuffled motors. After receiving a detailed letter from T-MAC, the City of Stirling acknowledged the existence of "pirate flyers" and instructed their rangers accordingly.

By mid 1974, membership had grown to 30. A number of members were interested in gliders, however mixing powered models and gliders on the same field posed a number of safety and operational problems. In November 1974, the club applied to the council for an extension in operating hours to include glider only operations from 10 – 1 PM Sunday. In the application the club noted the existence of the WA Radio Soarers in Yokine, but wanted to keep it's own identity and presumably save the members a second set of club fees. The Thunderbirds were granted approval in July 1975.

The method of frequency control in the early days of the club consisted of a coloured flag on the transmitter antenna. This method was acceptable as only six channels were available on the 27 MHz band allocated to radio controlled models. With the advent of the CB radio boom in the mid 1970's, modellers were allocated a portion of the 29 MHz band that allowed up to fourteen channels. The club solved the problem of frequency control by stamping metallic identification tags with channel numbers and attaching them to wooden clothes pegs. These were kept clipped to a horizontal bar on the windsock pole and when required, were removed and placed on the transmitter antenna. One would think it was a foolproof method, only one member had difficulty in obtaining his channel peg and hence brought his own! This continued for a number of weeks and fortunately did not result in any interference before being discovered. In an effort to improve frequency safety, the club decided to purchase a Silvertone frequency keyboard and keys in 1982.

With the ready availability of reasonably priced digital proportional radio equipment from the mid 1970's onwards there came an influx of beginners. The conventional wisdom at this time was to advise beginners to "buy a Hustler and an OS 40". The OS 40 in question was the Max H version currently sought after for use in Old Timer competitions. The Hustler Mark 2 was a three channel model, however as flying skills increased, an aileron wing kit could be purchased to convert the Hustler to four channels.

One small, if hilarious, failing of the Hustler design was the hinged and sprung undercarriage. The undercarriage was a piano wire type hinged at the rear and retained at the front by elastic bands attached to a peg directly above. Anything less than a perfect landing and the undercarriage would rotate backward through 180° with the consequence the Hustler would belly land. The cure was to shift the peg forward by 25mm, but only one or two ever thought of this.

For the more experienced flyers, popular models were the Kwik Fli Mk IV, Big Lift, and World War 1 and 2 single seat fighters. The novelty model also began to make an appearance and Snoopy was seen many times flying around the reserve. In 1980, a model with an unusual propulsion system appeared for the first time. On top of the model was a pod consisting of a length of PVC water pipe, and inside was an engine with a five bladed propeller. Many modellers thought this would never catch on, however they were proved wrong in a few years time with the success of Mike McKee's ducted fan MiG 15.

T-MAC was still without an identity in the form of a club logo. It was therefore proposed in September 1978 that a club badge design competition would be held. A number of designs were submitted over the next six months, and the winner by a clear majority was Derek Laing with his "duck on finals" design. The design was inspired by the Pacific Black ducks landing in the wetland habitat. With only minor modifications to tidy up the design, the club produced a small metal lapel badge and a larger cloth badge.

The location of T-MAC at Hertha Road Reserve made the club highly visible, and it became significant to the aeromodelling movement in WA for recruiting new members. Once they had learnt to fly, members began to specialise in areas such as scale, aerobatics, and pylon racing. To completely specialise and compete with other like minded modellers often meant joining another club. Other clubs profited from this by gaining new members, and it can be said T-MAC was acting as a feeder for members into the hobby.

To provide a defined training path to solo and expert status, the Half Wing and Full Wing certification system were introduced by T-MAC in the late 1970's. This was a number of years before the certification system of the same name was introduced by AWA. The T-MAC system was roughly equivalent to the modern Bronze and Gold Wing, although less rigorous. Most of the members only ever went on to complete the Half Wing to be allowed to fly solo without an instructor by their side. No records exist of the maneuvers required for the Full Wing, however it has been suggested the FAI aerobatics schedule was the basis. Only a few Full Wing certificates were ever awarded.

In an effort to improve the flying skills of the members, it was decided in 1979 to hold club contests on the last Sunday of every month. The contests consisted of simple tasks any solo flyer could complete. For a number of years, points were awarded and tallied for an end of year Champion of Champions trophy. The contests themselves were Balloon Burst, Spot Landing, Limbo, Duration Event/Bomb Drop, Simple Aerobatics, Pylon Race, Blow Your Beans, and Prop On, Prop Off. The last two events need some further explanation. Blow Your Beans consisted of a half tennis ball strapped to the model, and containing a number of pebbles or nuts. The winner was the pilot to keep as many of the beans as possible in the cup while completing a series of maneuvers. Prop On, Prop Off started with the propeller in hand, a run to the model, propeller on, start, fly a circuit, complete a loop, and land. The winner was the flyer with the shortest time over two or three rounds.

T-MAC was not without it's social activities that were designed to include the entire family. A favourite was the end of year Christmas party usually held at the home of a club member. The club covered the cost of food and put on a keg. On a couple of occasions, a park was available nearby and Sleek Streaks were purchased. These were handed out to the kids, and not so young "kids", and created a lot of fun until it was too dark to fly.

T-MAC membership numbers oscillated between the low and high thirties during the rest of the 1970's. This was a comfortable number to have considering the four hours per week flying time. In the late 1970's, a number of the more adventurous members began to fly on a Saturday afternoon as well. The council did not seem to object to this, and hence more members took advantage of the clearer skies. Eventually T-MAC officially applied to the council to include Saturday afternoons as official club time. The effect this had was to give members more flying opportunities, but would result in club membership doubling over the next few years.

In November 1981, the Thunderbirds requested approval to extend operating times for powered models to 10 AM to 5 PM Saturday, Sunday, and Public Holidays. The membership had grown to 60 and was placing pressure on the field, and a number were shift workers who found they were excluded from flying activities due to work commitments. The following month, approval was given to the requested operating times, plus 3.30 – 5 PM on Wednesday.

The Thunderbirds reached a peak membership of nearly 80 in 1983 to become the largest and wealthiest club in the State, and this represented 20% of AWA members. However, storm clouds were gathering on the horizon, and subsequent events would have a huge effect upon the club. A major infrastructure project in the shape of the Mitchell Freeway was making its way northwards, and the route was through the edge of the landfill site. The freeway had been designed in the 1960's to cater for the planned expansion of the northern suburbs, and was only now being constructed. The landfill site was also coming to the end of its life, and therefore the noise from flying activities would become much more prominent.

The club wrote to the City of Stirling in August 1983 requesting a meeting with council officers to discuss alternative flying sites. This resulted in a suggestion of using an area known as the Mirrabooka Open Space. Other than the Herb Graham Centre and the Mirrabooka Shopping Centre to the west, there was only bushland nearby and hence the potential for noise complaints was low.

T-MAC received official notice to vacate Hertha Road in November 1983, with the proviso it would take effect once site works were completed in Mirrabooka. However, the club was examining other options, as members were not totally convinced Mirrabooka would be a good site. T-MAC member Alan Cockell was an employee of the Metropolitan Water Authority, and knew of a buffer zone between the Beenyup Wastewater Treatment Plant and local residents. The club applied to use the buffer zone, but this request was declined.

Once again T-MAC showed it was a forward thinking and progressive club. T-MAC Secretary Peter Campbell put in a request to the Department for Planning & Infrastructure for assistance with finding another site. This was the first time a model aircraft club had approached DPI and hence they were unsure what to do with the request. After the application had reached several dead ends, DPI advised T-MAC there was a suitable site within Whiteman Park. T-MAC was allocated a general area on the Beechboro Road side of the park south of the Keith Maine Youth Camp.

T-MAC began site works in early 1984 with a number of work parties to clear the bush and prepare the ground to take a runway. The location was a couple of hundred metres to the northeast of the current WA Model Aircraft Sports Centre site. It became quickly obvious the task was beyond club members armed only with domestic gardening tools. Despite the work, only a small area of ground cover and a few small trees had been cleared. What was actually needed was heavy earth moving equipment, however the expected cost far exceeded club funds.

At the same time, DPI finally presented requirements for obtaining a lease. The Department would only negotiate leases with the State association of the sport or hobby concerned, and not an individual club. It was therefore necessary to approach AWA to become a party to any negotiations. With that in mind, T-MAC attended an AWA meeting in early 1984 with the intention of requesting AWA assistance. Through the grapevine Boomerangs MAA, whose site was then located on Marshall Road just to the west of Beechboro Road, heard of the proposal and also attended the meeting. Before the proposal could be presented, the Boomerangs representative stated he had heard a club was setting up nearby, and asked what club separation guidelines existed to prevent radio interference. The answer was a separation of 4 kilometres was necessary. As T-MAC and Boomerangs would be at most separated by 2 kilometres, the conclusion was AWA could never give approval for safety reasons. Without the support of AWA the proposal fell through, and the Whiteman Park site would have to wait until conditions became favourable for its development.

The City of Stirling gave written approval in April 1984 to use Mirrabooka Open Space during the hours of 1 – 5 PM Saturday, Sunday, and Public Holidays, and 3.30 - 5 PM Wednesday. A runway consisting of watered down concrete tailings from a nearby concrete batching plant was laid and flying operations started. Unfortunately, the flying site proved unsatisfactory as the area was only recently cleared and leveled. As a consequence, the runway was surrounded by loose sand and any excursion saw motors ingest a large amount of dirt. The club members had been spoilt at Hertha Road with the huge area that made landing easy. Attempting to land on a runway was too difficult for many, and the size of the flying area also proved to be too small. The runway material was less than ideal as the tailings

contained insufficient cement to ever set and remained powdery. It also required constant rolling to keep the surface level. What little grass there was began to grow through the runway. Within a few months the runway deteriorated and the site was abandoned.

Hertha Road Reserve was once again offered to T-MAC in July 1984, but an on-site inspection showed the field had been used as a temporary dumping ground during freeway construction. The site had become totally unsuitable due to the rubble and sand left behind. There was also the concern that the models would be a distraction to users of the freeway. To finish the reserve off completely, the extension of Cedric Street to provide a link across the freeway with Innaloo was barely 100 metres from the pits and constituted an unacceptable risk. Moving further north was not an option due to the undulating ground and proximity of Osborne Park Hospital.

The 1984 AGM was poorly attended and had a sombre mood about it. The club was without a suitable flying site and membership numbers reflected this. Membership fell to 57 in 1983/84, and only 10 joined for 1984/85. Some of the losses can be attributed to members leaving the hobby altogether, however many members simply joined other clubs. It appeared as though T-MAC had held its last meeting and would fold. A number of T-MAC members had taken out Associate membership with Boomerangs MAA, and discussions led to the idea of the two clubs joining to create a new club. In August 1984 the two clubs agreed, after a one month trial period, to amalgamate under the Boomerangs MAA banner. This is where most would believe the story of the Thunderbirds would end.

Fast forward to 1993 and the WA Model Aircraft Sports Centre at Whiteman Park had been established and operational for two years. A dispute was building within Boomerangs SAA and would cause a split in the club mid year. In July a number of Boomerangs members decided to leave the club, but did not wish to leave Whiteman Park. During the amalgamation process in 1984, T-MAC members became Associate members until June 1985, and then became BSAA members. The club funds of T-MAC were partly pooled with those of BSAA and partly held in trust, but T-MAC had never been officially wound up. The thought was that if T-MAC could amalgamate with another club, then the two clubs should be able to go their separate ways.

The first meeting in nine years of T-MAC took place in August 1993. The club at this stage had only four members and these formed the executive. The first task was to re-establish the club as a separate entity with AWA, and become a member club of WAMASC. This was not a problem as T-MAC had contributed, from the funds held in trust, the same amount as the other foundation clubs towards the initial development of WAMASC. The next task was to develop and register a new constitution as it had remained unchanged from incorporation in July 1974 and was outdated.

T-MAC membership steadily grew to 37 in June 1996 with a mixture of previous members of T-MAC, modellers from the other resident clubs, and people new to the hobby. However, the mood within the club was not as rosy as it should have been. In September 1996, and after seeking re-election only two months prior, the President and Vice President resigned their positions. A number of T-MAC members had become dissatisfied with Whiteman Park due to factor's external to the club, and saw no other option but to find an alternative flying field.

The disaffected members were able to gain the use of a field previously occupied by one of the resident clubs of Whiteman Park. T-MAC members were invited to make use of the field, and quite a few took up the offer. After a few months many decided not to fly at Whiteman Park ever again. However, to maintain the all-important insurance cover necessitated operating within an incorporated club environment. To remain a T-MAC member required payment of the WAMASC fee, something the disaffected members refused to do, and hence a new club was formed.

The registration of the new club should have seen the end of a destabilising period with both clubs going their separate ways. However, in April 1997 members from the new club moved and approved a motion for 50% of T-MAC funds to be transferred to their new club. A cheque was subsequently forwarded, but a few members questioned whether the motion was constitutionally legal. Their concerns were justified as the constitution covers conflicts of interest. Compounding the issue, the third object of the constitution states club funds can only be used for purposes within the club. The T-MAC committee decided not to pursue the matter with the Ministry of Fair Trading for a ruling, and instead preferred the members from the other club to leave. These events caused T-MAC to split and club membership fell to 11 the following year.

There followed a period in T-MAC's history where the club numbers hovered in the low teens. As a consequence, there was little attendance at club meetings and it was decided to hold them at member's homes bi-monthly. The committee had faith that eventually there would be a turn around in club fortunes. This has come in the last year with a resurgence in club numbers as both new and former members discover the excellent facilities, flexible flying times, and camaraderie at Whiteman Park.

After all of the trials and tribulations of finding and keeping a flying field, T-MAC knows the value of a good site and the members are hoping the club's association with Whiteman Park continues for many years. As a happy coincidence, the 30<sup>th</sup> anniversary of incorporation also marks the longest period T-MAC has occupied a flying field.

## Credits

I would like to thank, in no particular order, the following people for their invaluable assistance in the compilation of this history of T-MAC:

Harvey Trezise, Brent Wearmouth, Alex Cunningham, Roland Gee, Eddy Maxfield, Peter Hardy-Atkins, Len Harrison, Rob Bennett, David Collett, Joe Furfaro, Ernie Judge, Terry Gill, Peter Campbell, Michael McKee, Ken Greaves, Jerry Sherlock, Alan Hayes, and Phil Trueman.

This compilation can be found at [www.iinet.net.au/~lextron/tmac](http://www.iinet.net.au/~lextron/tmac)

## Authors Note

This compilation of the history of T-MAC began in early 2004 at a club meeting when Harvey Trezise said the club had been incorporated nearly 30 years ago. I thought it would be a good idea to record the club's history now while it was still possible to speak to the foundation members. Me and my good ideas!

It is fair to say that as far as record keeping is concerned, the members make very good model flyers! This is not a criticism of the office bearers as the club was entirely geared towards flying and record keeping came a distant second. The records are patchy at best, with large chunks either missing or never recorded. Therefore this history is made up of a combination of written records and the recollections of members. A big thank you is owed to Harvey Trezise for storing the records for the past 15 or so years. Without them it would have been impossible to reconstruct T-MAC's history.

Every effort has been made to verify all of the personal recollections. Events were only considered to be factual when mentioned independently by two or three people. There were no such doubts about the written material, other than the missing sections. If anyone knows of any meeting minutes or other documentation before 1978, and between 1982 and 1984, I would appreciate obtaining them. If there are other recollections in areas not covered by this history, I would be glad to hear them as the intention is to update this document whenever further information is received.

Lex Cunningham    lextron@iinet.net.au

June 2004

Updated September 2009

## Club Membership

Year	Membership Numbers
1971	10
1972	10
1973	20
1974	37
1975	33
1976	36
1977	32
1978/79	37
1979/80	34
1980/81	50
1981/82	61
1982/83	78
1983/84	57
1984/85	10
1993/94	12
1994/95	29
1995/96	37
1996/97	29
1997/98	11
1998/99	10
1999/00	13
2000/01	11
2001/02	13
2002/03	9
2003/04	21
2004/05	20

## Office Bearers

Year	President	Vice President	Secretary	Treasurer
1971	N/A	N/A	G A (Tony) Howes	
1972	N/A	N/A	G A (Tony) Howes	
1973	N/A	N/A	G A (Tony) Howes	
1974	U/K	U/K	G A (Tony) Howes	
1975	Geoff Swan	N/E	G A (Tony) Howes	
1976	Geoff Swan	Alan Jackson	G A (Tony) Howes	
1977	Geoff Swan	Ken Greaves	G A (Tony) Howes	
1978	Geoff Swan	N/E	G A (Tony) Howes	
1978/79	Geoff Swan	William Lockhart	Alex Cunningham	
1979/80	Les Seale	Allan Allpike	Alex Cunningham	
1980/81	Les Seale	Allan Allpike	Ernie Judge	
1981/82	John Mullany	Les Seale	Allan Allpike	
1982/83	John Mullany	U/K	Peter Campbell	
1983/84	John Mullany	U/K	Peter Campbell	
1984/85	U/K	U/K	Stuart Batt	
1993/94	Harvey Trezise	Norm Thornton	Brent Wearmouth	Robert James
1994/95	Norm Thornton	Brent Wearmouth	Harvey Trezise	Robert James
1995/96	Norm Thornton	Robert Betella	Harvey Trezise	Robert James
To September 1996	Norm Thornton	Robert Betella	Harvey Trezise	Robert James
From November 1996	Jerry Sherlock	Roy Lewis	Harvey Trezise	Robert James
1997/98	Jerry Sherlock	Alex Cunningham	Harvey Trezise	Robert James
1998/99	Jerry Sherlock	Alan Hayes	Harvey Trezise	Robert James
1999/00	Jerry Sherlock	N/E	Harvey Trezise	Alan Hayes
2000/01	Jerry Sherlock	N/E	Harvey Trezise	Alan Hayes
2001/02	Alex Cunningham	N/E	Harvey Trezise	Alan Hayes
2002/03	Alex Cunningham	N/E	Harvey Trezise	Jerry Sherlock
2003/04	Alex Cunningham	Malcolm Butler	Harvey Trezise	Jerry Sherlock
2004/05	Harvey Trezise	Malcolm Butler	Lex Cunningham	Jerry Sherlock
2005/06	Harvey Trezise	Malcolm Butler	Lex Cunningham	Jerry Sherlock
2006/07	Harvey Trezise	Malcolm Butler	Lex Cunningham	Jerry Sherlock
2007/08	Harvey Trezise	Eddy Schmid	Lex Cunningham	Jerry Sherlock
2008/09	Harvey Trezise	Alex Cunningham	Lex Cunningham	Jerry Sherlock
2009/10	Harvey Trezise	Alex Cunningham	Eddy Schmid	Ken Cranfield

N/A – Not Applicable

U/K – Unknown/No Records

N/E – Not Elected

Certificate of Incorporation

A.60/74

Form 5



**Certificate of Incorporation**

*Associations Incorporation Act, 1895-1969*  
*Section 3 (3)*

**These are to Certify that** ..

THUNDERBIRDS MODEL AIRCRAFT CLUB INC. ..

has this day been incorporated as an Association under the provisions of

the Associations Incorporation Act, 1895-1969

Dated this Twenty ninth day of July, 19 74 .



Deputy *twano*  
REGISTRAR OF COMPANIES.

## THUNDERBIRDS M.A.C. (inc.)

### SAFETY RULES

1. A pilot, wishing to fly a Model Aeroplane, must first satisfy the Safety Officer or Deputy, by producing a current receipt from the 'Thunderbirds M.A.C.' or hold an M.A.A.A. association membership card.
2. Model to be air-worthy.
3. To have a co-pilot until his or her solo test flights.
4. If more than three pilots are flying, there must be an Observer.
5. No flying over, or landing in, the pits.
6. No SMOKING when handling fuel. Tune your motor on the runway or away from the pits, first look to see if any-one else is taking off or landing.
7. Please do not fly over houses or roads.
8. Obey transmitter keyboard system. Also check whether any-one else is using the same frequency as yourself. Do not try your controls by your car.
9. Declare OUT LOUD your intentions, other than normal flying (dead stick; landing e.t.c.).
10. Take heed when warned that members of the public are on the field.

THANK YOU AND HAPPY LANDINGS !!!

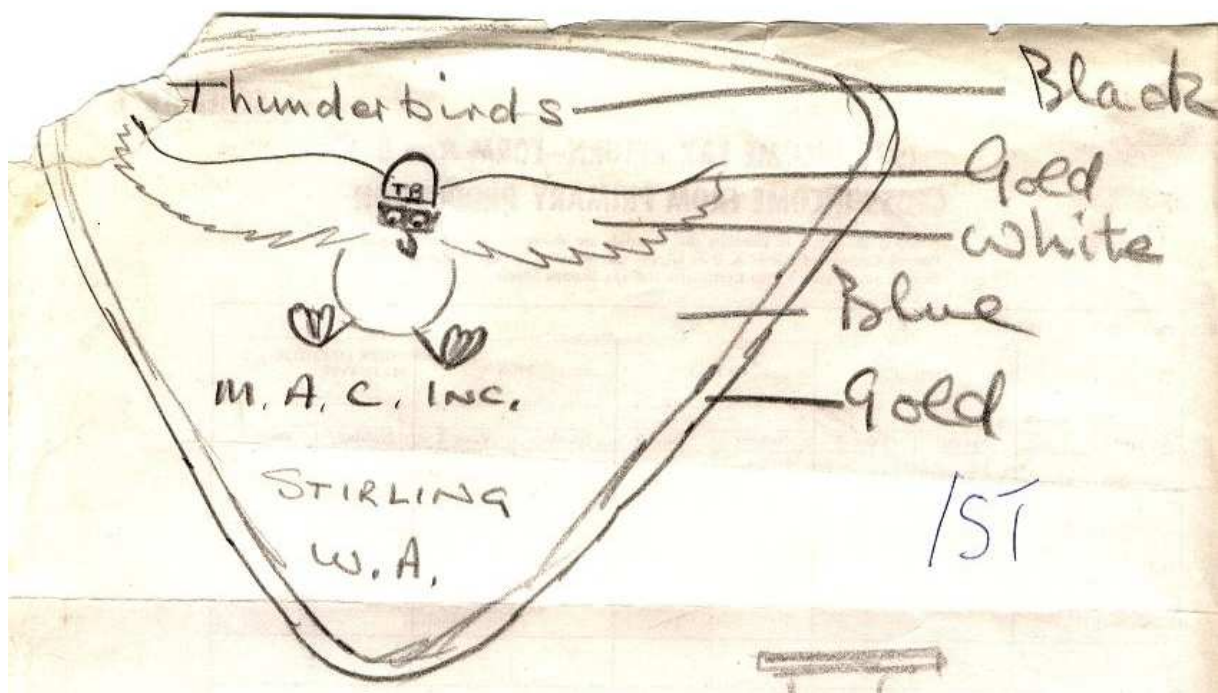
## Half Wing Test Schedule

### THUNDERBIRDS M.A.C.

#### WHAT TO DO FOR HALF WING CERTIFICATE

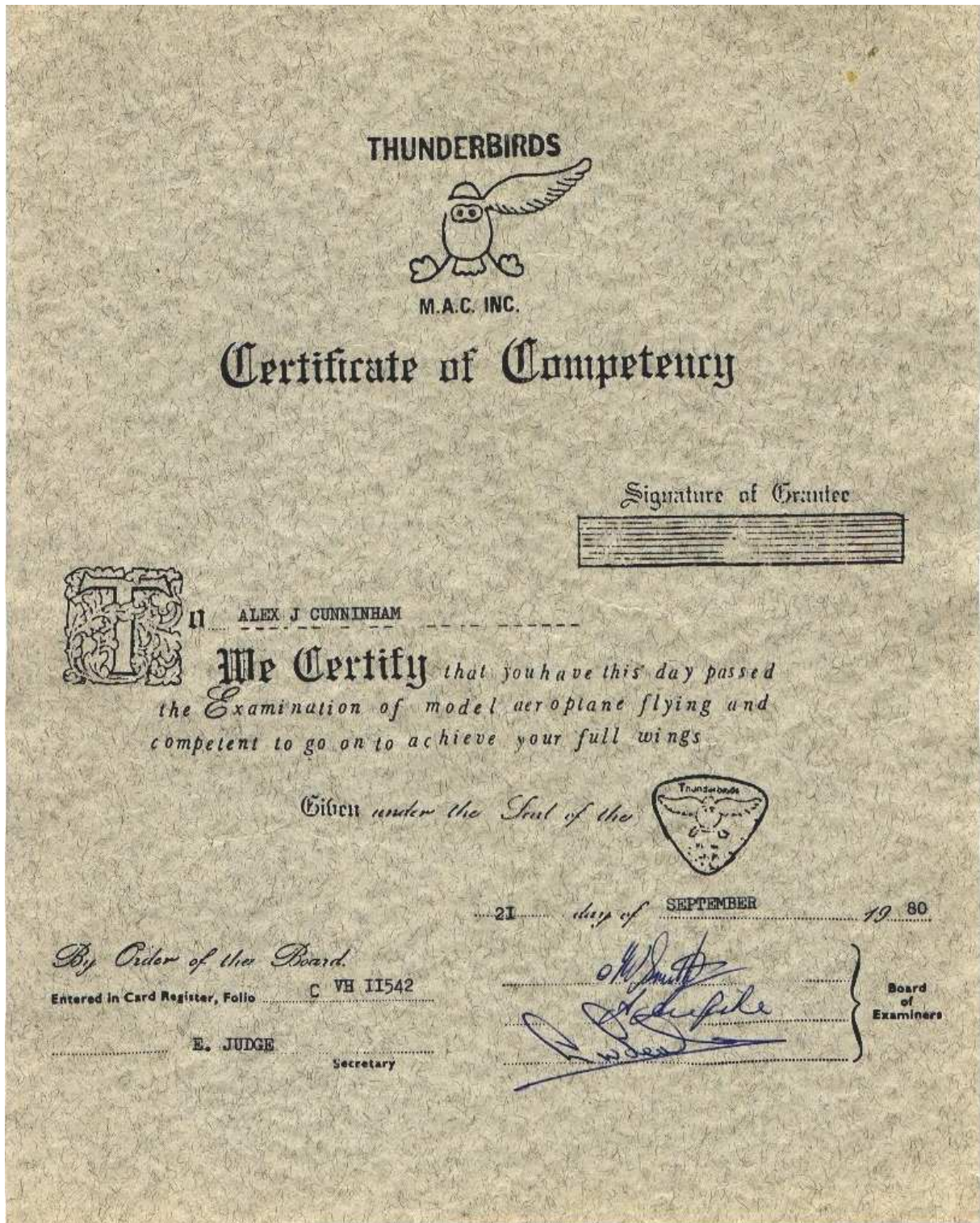
- (1) Range test
- (2) Check air control surfaces
- (3) Fuel up start up motor
- (4) Take off R.O.G. or hand launch
- (5) Straight fly pass
- (6) Left circle followed by a right
- (7) Dead stick or low revs land on demand by judges
- (8) Know the t.Birds SAFETY RULES thank you

Good luck



Derek Laing's winning club logo design, 1979.

Half Wing Certificate



Awarded to Alex Cunningham, September 1980. Examiners were Max Smith, Alan Allpike, and Les Seale. (Courtesy Alex Cunningham)

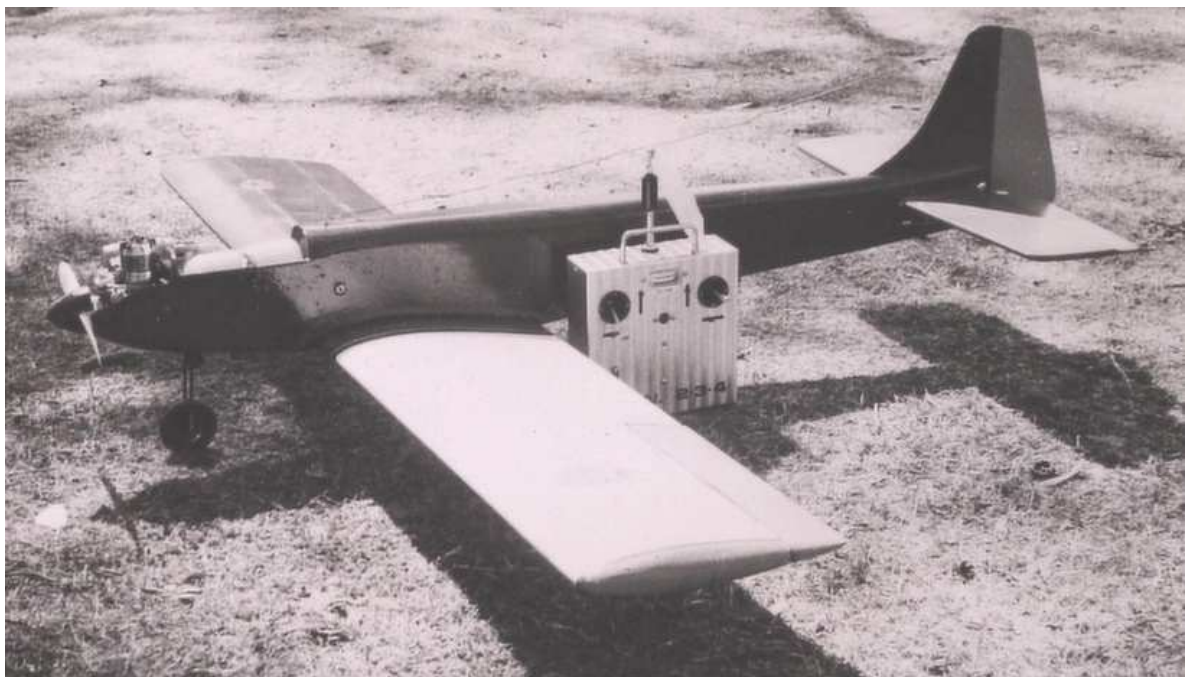
## Half Wing Certificate Recipients

Certificate Number	Recipient
1	Bill Turner
2	Les Seale
3	Ernie Judge
4	Alan Cockell
5	Alex Cunningham
6	Alan Allpike
7	Max Smith
8	James Harrison
9	Len Harrison
10	Alan Jackson
11	Bernie Clune
12	David Horovitz
13	Bernard Rychlik
14	John Mullany
15	Ian Dobson
16	Nigel Bedford
17	Peter Campbell
18	John Peters
19	Alan Browne
20	Charles Bentley
21	Ernie Floate
22	Michael McKee
23	Graeme Millar
24	Harvey Trezise

Thunderbirds MAC: The early days.



The Cobra of David Collett was a Kwik Fli variant. Grey and Yellow finish with an OS 60 and OS radio. The maiden flight at Wattle Grove Primary School at Easter 1970 was made by Tony Howes. (Courtesy Peter Hardy-Atkins)



Tony Howes version of the Kwik Fli named Howes-Fli No.2. Powered by an Enya 45BB. Radio was a Controlaire semi-kit version of the MAN 234 with S4a servos. Easter 1970, Wattle Grove Primary School. (Courtesy Peter Hardy-Atkins)



Eddy Maxfield and his Aeroflyte Stormer at Hampton High School in the early 1970's. Enya 15 motor. Semi kit version of the MAN 234 radio built by Eddy and using S4c servos. (Courtesy Peter Hardy-Atkins)

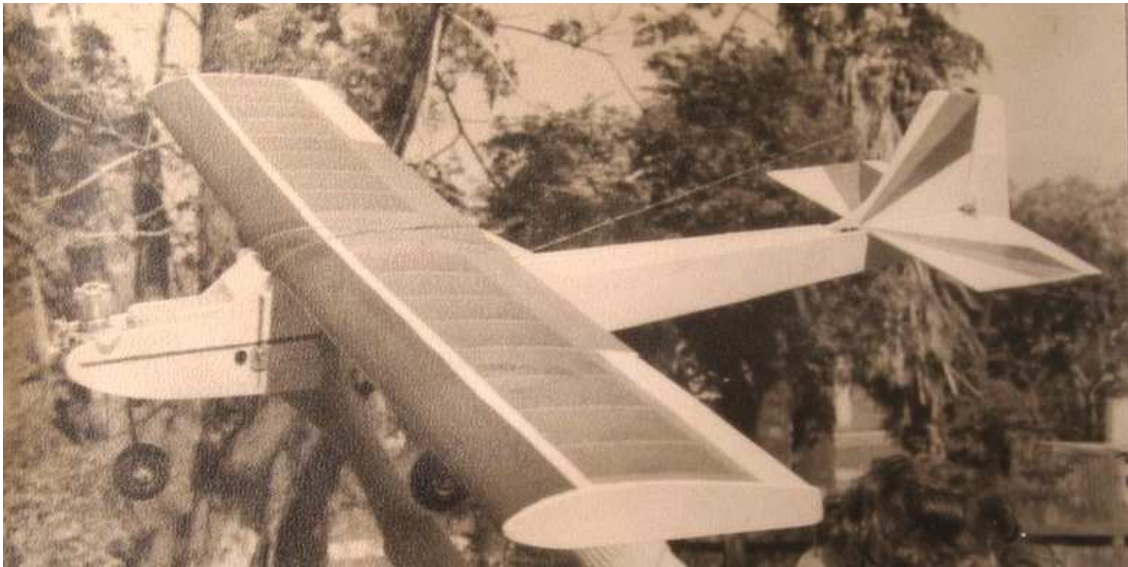


Joe Furfaro's "Rustler" (Reduced Hustler?) was a scaled down Aeroflyte Hustler with reduced dihedral to suit proportional control. Radio and motor are unknown, although carburetor indicates an Enya. (Courtesy Peter Hardy-Atkins)



Roland Gee's Aero-Commander from an RCM plan. Enya 19 and Controlaire MAN 234 radio. The pilot described it as being "a beast" to fly. (Courtesy Peter Hardy-Atkins)

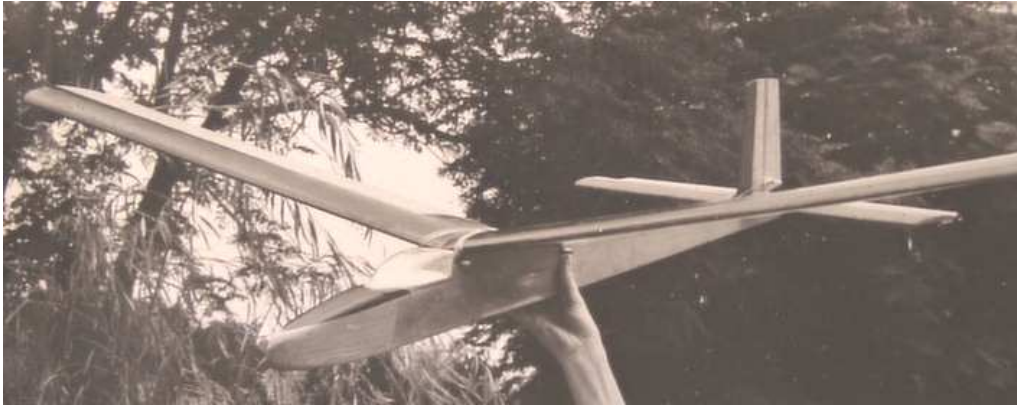
## Thunderbirds MAC at Hertha Road



Peter Hardy-Atkins built this Craftsman 48 by David Boddington. Enya 19 and scratch built Controlaire 234 radio. (Courtesy Peter Hardy-Atkins)



David Collett's modified Kwik-fli named Collar-Fli. Power plant was a Taipan 60BB. Futaba radio. Made 24 flights in 1974, but succumbed to pilot error according to the pilot. Note the safety footwear! (Courtesy Peter Hardy-Atkins)



The Graupner Dandy of Peter Hardy-Atkins used a jelly rubber bungee for launching. (Courtesy Peter Hardy-Atkins)



Mike McKee's MiG15, Summer of 1983/4. Note the concrete pipes in the background as part of the Mitchell Freeway development. (Courtesy Mike McKee)



Terry Gill's Great Lakes Special, 1983. (Courtesy Terry Gill)



Alan Jackson starting his model, 1982/3. Note the undulating area behind the pits that continued northwards. The council were probably surprised T-MAC did not want to use this area in July 1984! (Courtesy Mike McKee)



Terry Gill's Spinks Acromaster, 1982/3. The large flat area was ideal for aeromodelling. (Courtesy Terry Gill)



Terry Gill's quarter scale Stampe SV4, 1982. (Courtesy Terry Gill)